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July 15, 1968

RAILWAY AGE

THE TRANSPORTATION WEEKLY

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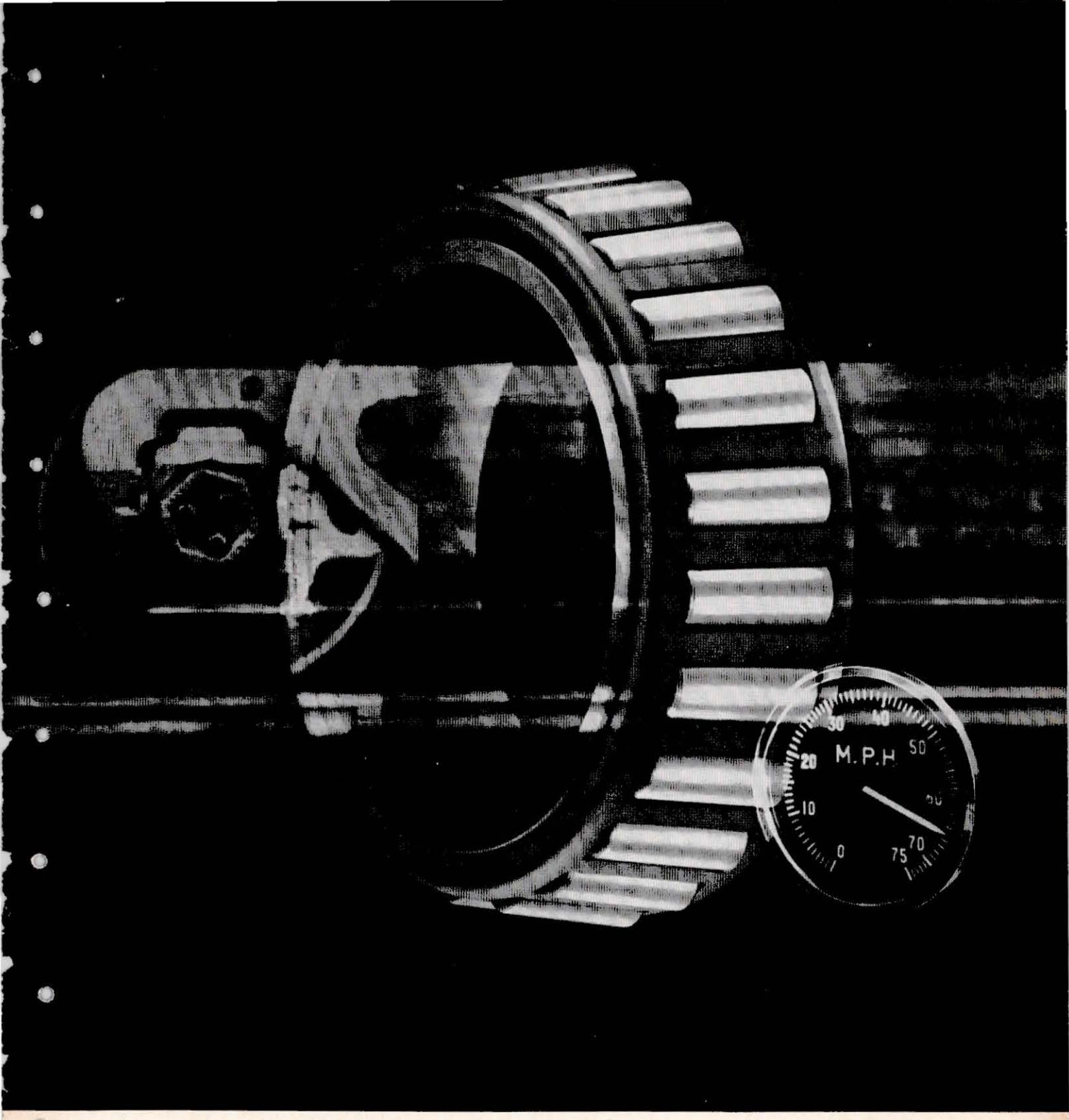

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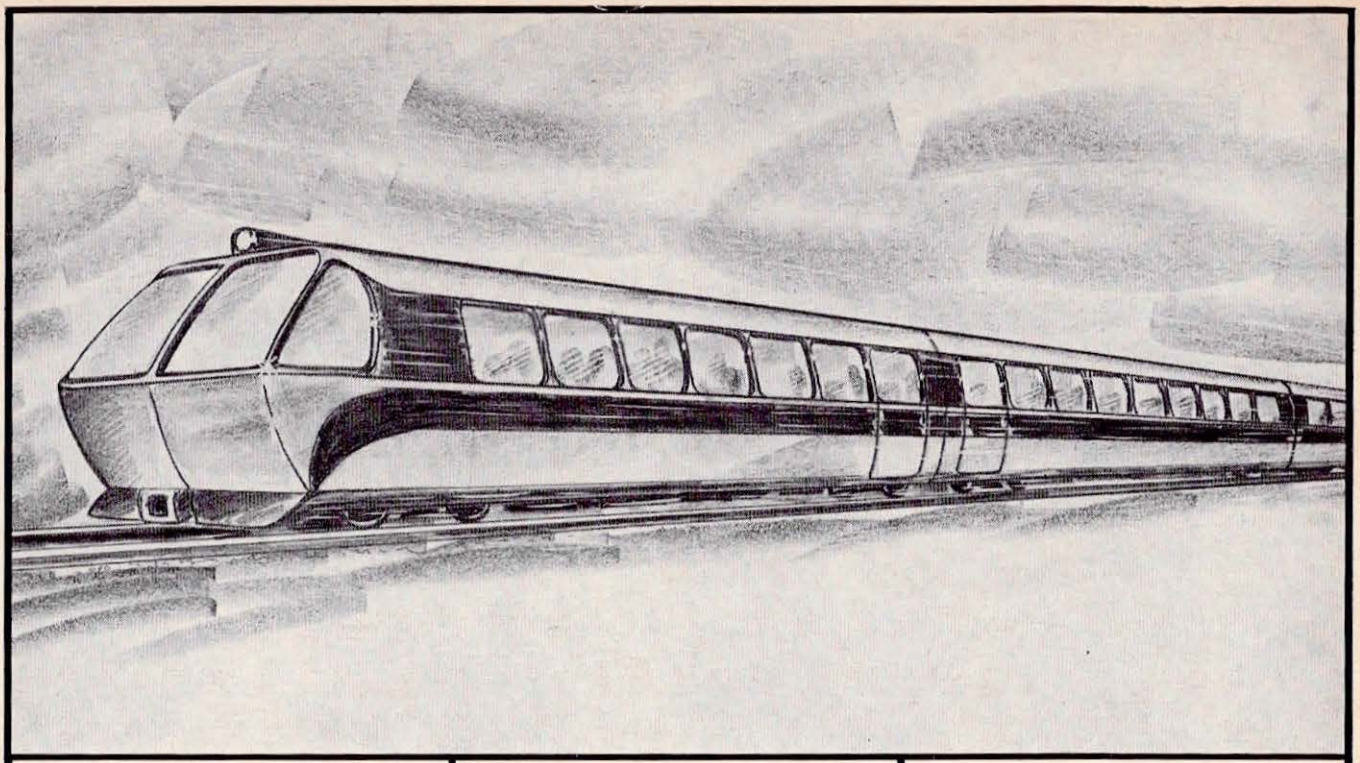

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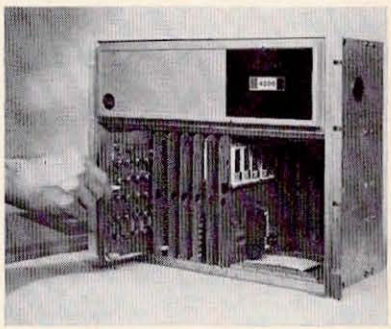

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RAILWAY AGE

July 15, 1968 • Vol. 165, No. 2

THIS WEEK

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18 What's new in wood-tie research?

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22 Celanese fleet gets 150-ton cars

They are said to be the largest aluminum tank cars ever built.

24 CN's passenger policy: The balance sheet

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. . . AND COMING NEXT WEEK

Burlington is expanding its fleet of freight-offices-on-wheels, Missouri Pacific is planning an even larger fleet, and other roads are watching. Railway Age, July 22, will report on the continuing attempt to salvage—and improve—branch-line operations by moving the agents' office to the customers' door. Also: A look at Southern Pacific's new videofile system for waybill storage retrieval.

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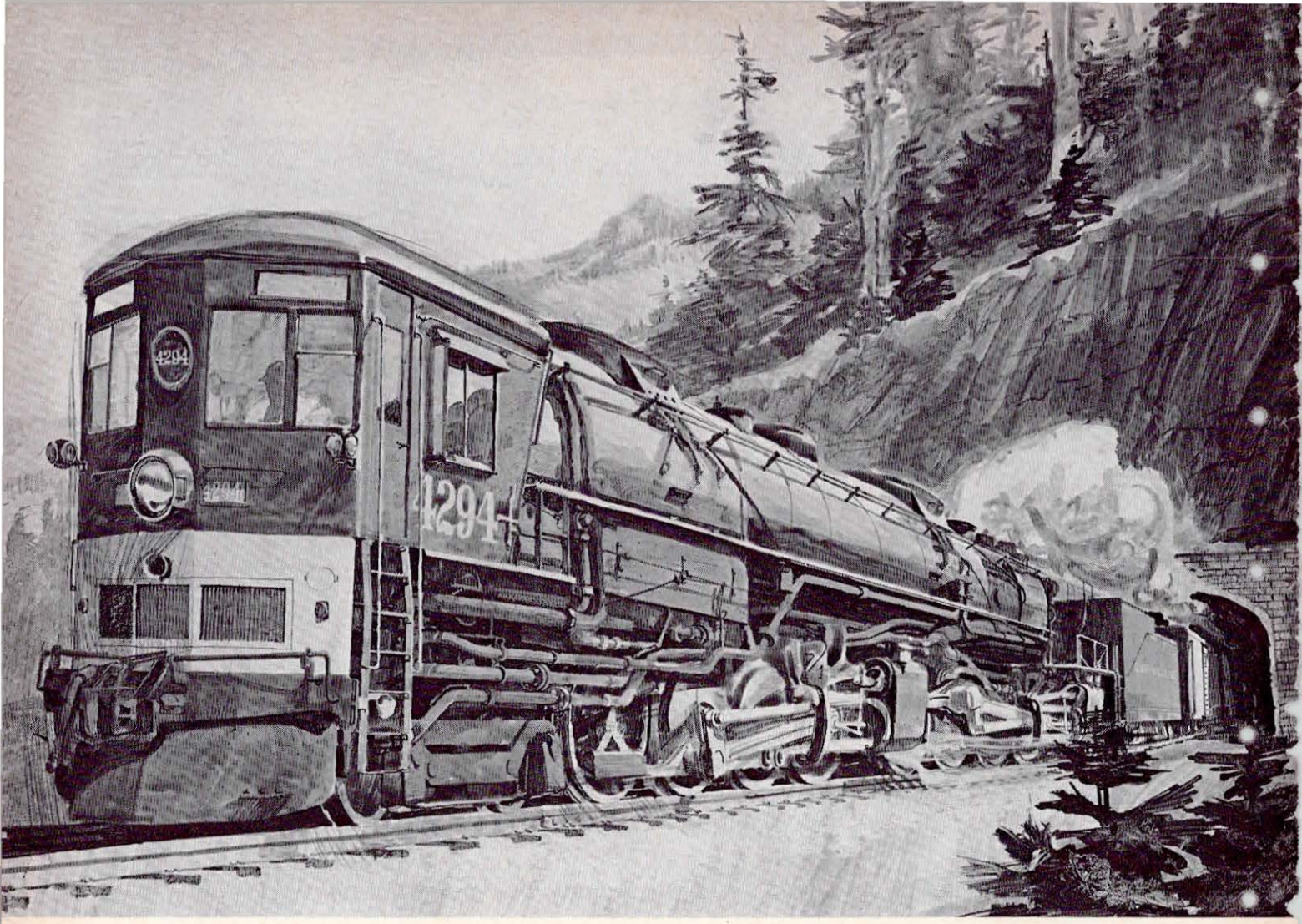

Remember her?

She looked like two steam engines running under one boiler, and with tender she was 125 feet long. To get her around curves, they had to pivot the boiler. So they gave her a jaw-breaker name: the cab-ahead Articulated Consolidation locomotive.

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SHORT AND SIGNIFICANT

DOT, AAR oppose tighter train-off law

The Department of Transportation joined the Association of American Railroads last week in opposing tighter train-off requirements while an ICC-proposed passenger service study is under way. Federal Railroad Administrator A. Scheffer Lang told a House Interstate Commerce subcommittee that Congress "must be aware that the financial condition of our privately owned railroads is a cause for increasing public concern. . . . I can only advise that if we want our railroads to continue doing their job for the public, then we have to start taking their circumstances and their problems seriously." Lang made this statement as he stated DOT's opposition to any moratorium on further discontinuance of passenger-train service.

USSR puts jet engines on rail car

The Soviet Union will begin testing a jet-propelled railway coach in October of this year, according to a report from Novosti, the Soviet foreign press agency. The first such coach, fitted with two turbojet engines, "will serve as a laboratory on wheels to study the dynamic, running and aerodynamic qualities of high-speed passenger trains," says Novosti. The project is under the direction of Sergei Gamerov, chief engineer of the All-Union Institute of Wagon and Coach Research.

Rail suppliers to be acquired by Federal Sign

Two major suppliers to the railroad industry, Western Industries, Inc., and Cullen-Friestedt Co., are being acquired by Federal Sign and Signal Corp. Plans call for Western to be purchased for about $3 million in Federal's convertible preference stock. Federal will acquire Cullen-Friestedt for about $3 million in cash.

20 additions to C&NW's bi-level suburban fleet

Pullman - Standard is rolling out another 20 bi-level commuter cars for Chicago & North Western—which boosts C&NW's fleet to 267 cars and its suburban-service investment to about $90 million. North Western's increase in commuter patronage has been averaging about 5% per year, and the current car order represents the fifth fleet expansion since the service was completely overhauled seven years ago.

Merger's off for Litton, Union Tank

Managements of Litton Industries, Inc., and Union Tank have stopped their merger talks. No reasons are being given. Preliminary agreement for the merger was announced June 5. The agreement was cancelled before directors of the companies and Union shareholders were scheduled to vote on it. Proposed merger terms called for Union shareholders to get 1.67 shares of Litton Series B $2 convertible preferred or 1.4 shares of Litton convertible preference (or a combination of the two) in exchange for each of their shares.

Mississippi River, MoPac withdraw bid for Santa Fe

The ICC may now have one less application to deal with, as it ponders the rail merger picture. Mississippi River Corp. and Missouri Pacific have moved for withdrawal of their joint application to acquire control of Santa Fe through stock ownership. Reasons for the new move, the two companies said, relate to merger developments as a whole, to the Rock Island case in particular and to probable changes in the corporate structure of Santa Fe. "In such perspective," Mississippi River and MoPac told the Commission, "it has become more and more imperative that Missouri Pacific act to strengthen its position in the evolving picture. Faced with such a necessity, we have reluctantly concluded that the instant application can for the present serve no useful purpose and merely acts as an impediment to other present prospects and constructive action." MoPac now holds 2,964,000 shares of Santa Fe preferred stock, which represents 23.8% of the preferred and 8% of total outstanding Santa Fe shares.

MONDAY MORNING REPORT

CONSULTANT + RAILROAD = ?

The AAR's Purchases and Materials Management Division held a special seminar in Chicago, not long ago—and heard a management consultant propose what amounts to a complete re-make of the railroad industry along the lines of a Farm Bureau Co-op. The consultant who advanced this rather radical proposal seemed serenely confident: Railroads *had* to follow this advice—ergo, they would, eventually.

LOTS OF ADVICE—IN ONE FORM OR ANOTHER

It may be an optical illusion, but it seems that railroads today are making increased use of outside consultants, and that rail transportation in one aspect or another is getting new attention from these outside advisors. Consultants are doing a lot, in the industry. The question is not so much what they are doing—it is how they are doing it.

OUTSIDE ADVISORS HAVE MADE A GOOD RECORD...

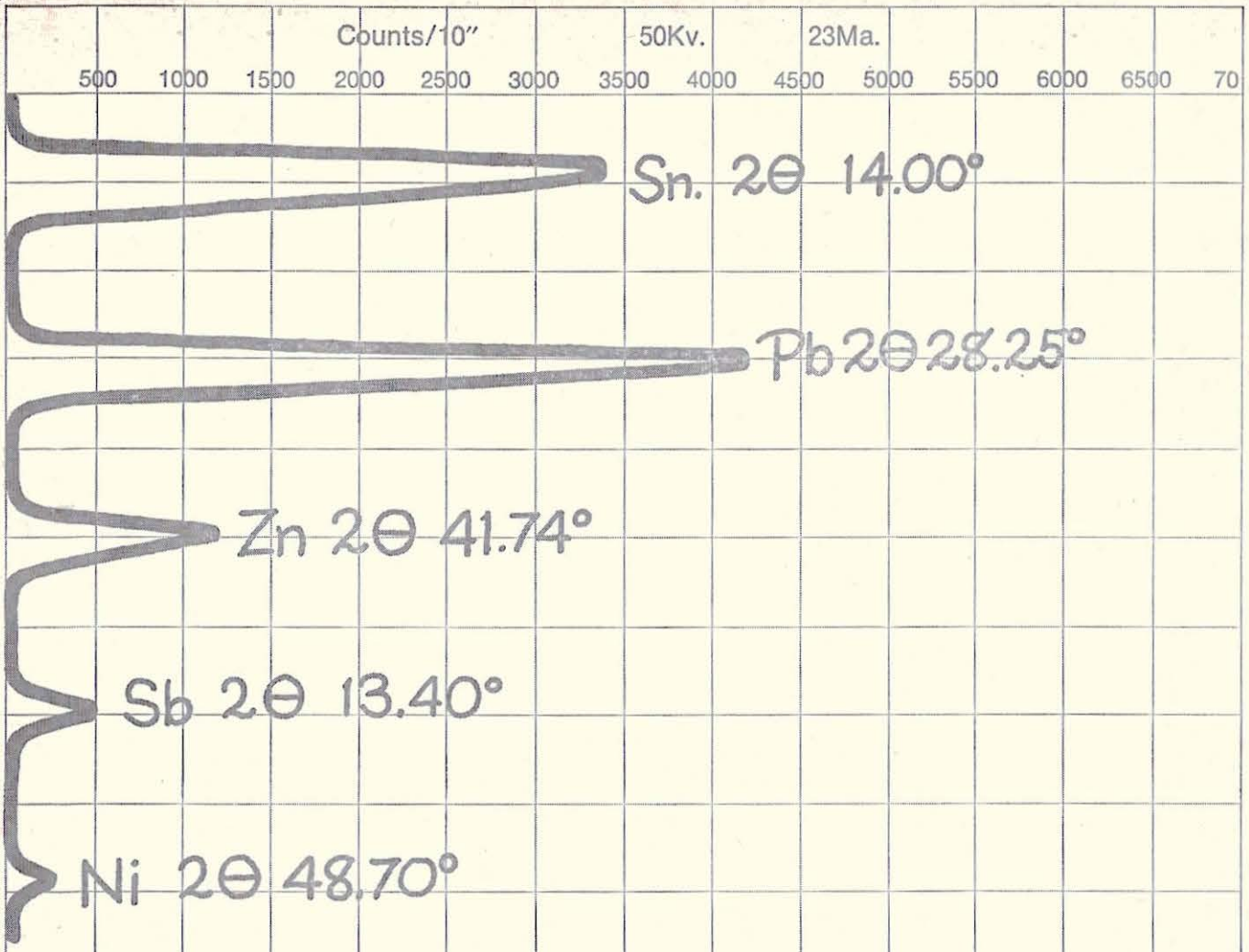
Without any doubt, the consultant can be a valued ally. He has been indispensable, of course, in a merger proceeding. He is effective, many roads have found, in helping to spruce up the old corporate image. Consultants had a hand in setting up a practical, working, terminal performance control system for Great Northern. Consultants worked with Burlington to develop and install improved mechanical-department methods and procedures. Consultants can be the good guys—but, railroad people will say, "can be" does not always mean "will be."

...BUT "GRAND PROPOSALS" CAN BE DANGEROUS

The biggest danger, it seems, is that consultants sometimes like to play hopscotch with ideas—and they miss a few blocks. Contrary to some opinion, railroad men are not inherently opposed to new ideas, or fresh thinking. But they do get disenchanted easily with grand proposals that ignore the facts of life. They do tend to distrust "advisors" whose knowledge of the industry is spotty, or whose progression from problem to solution is an exercise in broken-field running in which the advisor evades facts much as a halfback evades tacklers.

THE OUTSIDER'S JOB: LOOK AT ALL THE ANGLES

If the consultant's role is merely to stimulate thinking, then railroad men would agree that no great amount of time need be spent on details. But if the consultant is called in to wrestle with a specific assignment, then railroad men would agree just as quickly that he has got to consider all phases of the problem, not just those that lend themselves to easy or no-fact solutions. Or, as one railroader puts it, "if I need help, I need help. I don't need high-priced advice on the obvious or the impossible."



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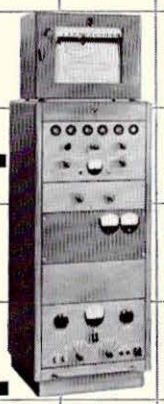

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July 15, 1968

WEEK AT A GLANCE

Rosy decade seen for COFC/TOFC hardware builders

A just-released, in-depth study of the trailer/container market paints a rosy picture for manufacturers. The study, "Containerization—An Outlook to 1977," was prepared by Kaiser Aluminum's Market Research Department and was three years in the making. Some key forecasts: The railroad piggyback fleet will grow to almost 200,000 trailers by 1977, compared with 70,000 in 1966. Production of new and replacement units will grow from 12,000 annually to more than 30,000. The "most spectacular" growth will occur in van containers for maritime transport. The number in use will increase 500% by 1977, reaching 315,000 units. U. S. manufacturers will be turning out 35,000 containers a year by 1977, double the 1966 production.

Kaiser's own interest is spelled out by M. C. Crockett, the company's transportation manager: In total pounds, aluminum used in van containers and piggyback trailers will increase about 2½ times above current levels, to about 100 million pounds by 1977.

New piggyback loading record is third in row

For the third successive week, railroad piggyback loadings have reached a record high. Loadings for the week ended June 29 — the latest for which figures are available — totaled 28,117 cars, toppling the record of 28,071 loadings established the previous week.

For the year as a whole, piggyback loadings now total 653,691 cars. That's an increase of about 11.5% over the 586,113 cars loaded with piggyback trailers during the 1967 period.

While piggyback, as usual, is outpacing carloadings in general, the overall railroad traffic picture is also brightening. Railroad ton-miles are running well ahead of both 1967 and 1966.

Fast new track for Italy's "Tortoise"? Maybe

Italy's newest entry in the high-speed train stakes is hauled by a locomotive called the "Tartaruga" (photo). That translates into "Tortoise" — and under present operating conditions, the name is all too apt. While the "Tartaruga" can easily pull 10 coaches along at 125 mph, the maximum speed on Italy's busiest line — between Rome and Florence — is held to around 65 mph by curves and grades. Last week, there were signs that the "Tartaruga" and other fast trains might soon get the running room they need. A consortium of five private firms went to the Ministry of Transport with an offer to finance a brand-new, high-speed line between Rome and Florence, similar to Japan's New Tokaido Line. The consortium includes Fiat, the automobile builder (and also a major railcar supplier), a chemical company, two construction companies, and a large holding company. The proposed new line would be about 30 miles shorter than the present 200-mile line (which handles about 30% of all passenger and freight traffic for the Italian State Railways). The consortium has offered to back the project with $320 million of its own funds, to be repaid by the issuance of 10-year, 6½% government bonds as each section of the new line is constructed. Whatever the transport minister decides, the proposal is bound to be popular with travellers: The new line would cut running time between the two cities from four hours to as little as 1½ hours.

GUS WELTY

LINES ON LABOR

"Simulator" training for SP's engineers

Southern Pacific is about to become the first U.S. railroad to aquire a locomotive simulator as an aid in training new engineers and in familiarizing experienced engineers with new routes. Proposals of six manufacturers are now being studied, and SP President Benjamin F. Biaggini says a contract will be awarded in the near future. The simulator will cost SP about $1 million; 12 to 18 months will be required to get the first unit built and in operation. Plans call for this first simu'ator to be installed in the Los Angeles area, to make it accessible to a maximum number of trainees. Additional units, SP says, may be placed later at other locations. Five systems will be buiit into the simulator — a detailed reproduction of a locomotive cab, a motion system, a visual system, a sound system and a computer which will create operating conditions as directed by the instructor and then record trainees' reactions. The machine, Biaggini notes, "will employ the basic concept of aircraft simulators used to train pilots for many years, but thanks to the computer, it will improve on these greatly."

C&NW, Milwaukee agree on terms

Chicago & North Western and Milwaukee have reached agreement on new share exchange terms for their proposed merger. Now, Milwaukee shareholders would get stock in Northwest Industries instead of in the merged railroad, a proposed Northwest subsidiary. Milwaukee shares would be exchanged for Northwest common in a ratio based on the average closing price of that stock through a certain time before the merger.

THE LOCAL UNION CHAIRMAN, like it or not, is the fountain of wisdom for the guy who comes out of high school or out of the Army and signs on with the railroad. Whatever the new guy learns about the industry, about his company, about the rules of his employment, he learns most of it from the local chairman and/or from older fellows on the roster. Railroads have done a rather miserable job in communicating—even in the specific job of orienting new employees.

SOUTHERN PACIFIC President Ben Biaggini is one man who thinks a better job can be done. He believes, for one thing, that more than a half-million employees "represent a tremendous force for carrying our message to the public. Yet I don't think we've done much of a job of motivating them to disseminate our story. Our company publications, which should be a prime source of information on developments that affect our people personally, generally tend to shun anything remotely controversial in our labor relations—so that we leave pretty much of a clear field to the union publications to drive home their points."

MISSOURI PACIFIC'S director of public relations and advertising, Harry Hammer, has similar thoughts. A year or so ago, he wrote to most of the major railroads, asking for copies of their orientation handbooks for new employees. If he had depended upon the replies for sustenance, he would have starved. Railroads, apparently, just aren't doing much with or for the new guy on the payroll.

MOPAC, HOWEVER, is doing something. There is, now, a 36-page handbook titled "This is MoPac." It's not the best new-employee book that's ever been put out, perhaps. But it is fact-packed, and each year or so from now on it's going to be updated and improved. It is no real exaggeration to say that a curious employee might ask enough questions to find out all this information in, maybe, five years—or that a non-curious newcomer might never know what's up, in straight-story fashion. It could also be said that an average employee, without this and other information sources, might easily go on believing for years that whatever he has, he owes to his union—a belief that doesn't quite jibe with the facts. MoPac has done a good job, as openers, and it will do better. But why didn't Harry Hammer get a better response to his request for help, information—something?

LUTHER MILLER

AS THE EDITOR SEES IT

ANOMALY OF THE WEEK—Transportation in the United States is shot through with anomalies; and none imposes a greater strain on credulity than the following: (1) While it is deemed fit and proper for a railroad to brighten its corporate corner by engaging in the manufacture of costume jewelry (as the Bangor & Aroostook has done), or to broaden its earnings base by entering the ladies' garment-making business (as Penn Central is about to do), (2) it is nonetheless an assault on the law of the land for these same railroads to extend themselves in the field that common-sense would dictate—transportation.

DEFINING THE TERMS—The conglomerate merger, in the generally accepted sense, is one that brings together two companies with unrelated product lines—e.g., railroad ton-miles and costume jewelry. Railroads have become increasingly active in this kind of enterprise—to the dismay of many who fear that any investment off the railroad property will mean a commensurate de-investment in that property. Sophisticated Wall Streeters do not take this view; whatever strengthens the railroad company, they contend, will strengthen the railroad. This makes sense. But wouldn't it make a lot more sense if railroads were permitted to enter into another kind of "conglomerate" defined last week by the Federal Trade Commission—the extension of present product lines through acquisition of companies in a related field?

THE IDEAL CONGLOMERATE—What we are proposing is a transportation conglomerate—which could be achieved through intermodal common ownership. Anthony F. Arpaia, a former ICC member who is now a consultant to REA Express, recently offered some cogent comments on this subject which deserve close study.

HOW IT WOULD WORK—Arpaia restated the definition of a "transportation company" formulated by Maj. Gen. John P. Doyle in his landmark study seven years ago: There would be "no such thing as a separate rail company, truck company, bargeline, airline, or pipeline. There would be but a single sales force, one home office, a single corporate stock, one president, one board of directors, and, most important, a single pricing policy. Such a company would be able to offer a choice of transportation. . ." Arpaia thinks it's time the Doyle Report was dusted off and re-examined (if, indeed, it has been examined at all by present policy-makers). "The world is changing and changing fast,'" he warns. "We cannot foresee the exact changes but we can see the direction." Can Washington see the direction? More specifically—can the Department of Transportation?

N&W-C&O accede to government merger conditions

The Norfolk & Western and the Chesapeake & Ohio last week agreed to accept conditions placed by the U.S. government on the N&W-C&O merger plan.

In a brief filed with the Interstate Commerce Commission the two railroads said the conditions would impose heavy burdens on N&W-C&O. Nevertheless, the brief added, because of consummation of the Penn Central merger it is imperative that the N&W-C&O merger be approved as promptly as possible.

Last month the Justice Department filed a memorandum with the ICC saying the merger is not objectionable from the standpoint of the public interest "and, indeed, may promote it," if three conditions are met.

The three conditions are:

—That the ICC retain jurisdiction over the merger for 10 years to determine whether the system should then divest itself of the former Wabash lines west of the Mississippi River.

—That the ICC require the merged system to assure continued operation of several smaller lines to be included in the system even if those roads file for bankruptcy.

—Finally, the Justice Department demanded that the merged N&W-C&O assure shippers and receivers of competitive service on freight to and from Maine.

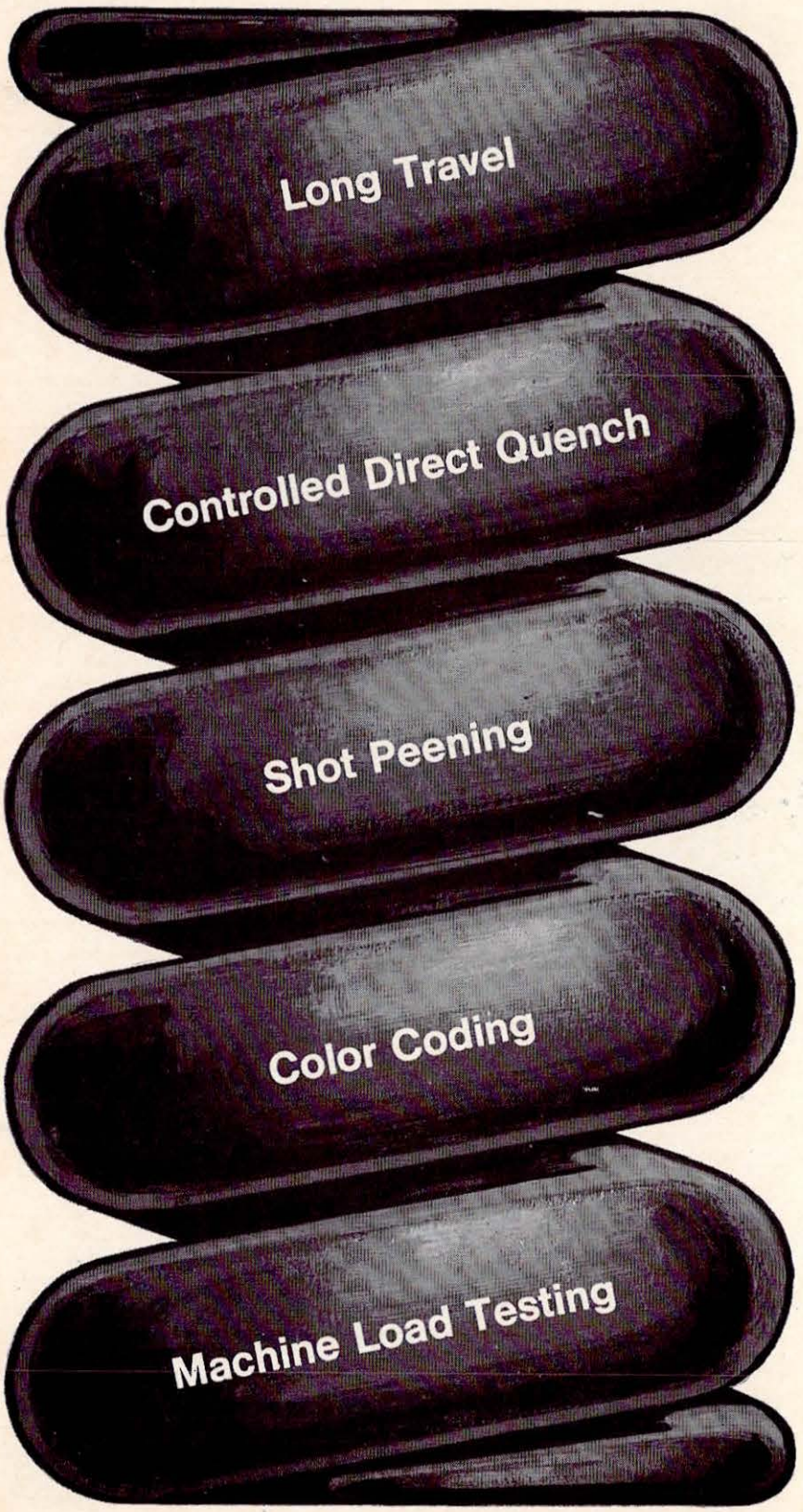
The N&W-C&O brief said each provision would require N&W-C&O, under specific future circumstances, to buy or sell railroad properties at a price to be fixed by the ICC. "It is inherent in the process," the brief added, "that such conditions create serious business risks."

An examiner's report on the case is expected next fall. After that, the case will go to the full Commission.

Meanwhile, also last week, the Reading urged the ICC to order its inclusion in the N&W-C&O merger under a plan providing for operation of the new system as a single rail line similar to the Penn Central system.

Reading supports the N&W-C&O merger request but wants to have its properties merged with other railroads in the system. It disagrees with the N&W-C&O plan to include Reading as a controlled subsidiary of a new holding company, Dereco. Reading is also asking the ICC to establish terms for its inclusion which are equitable to Reading shareholders. ■

Speaking of coil springs--



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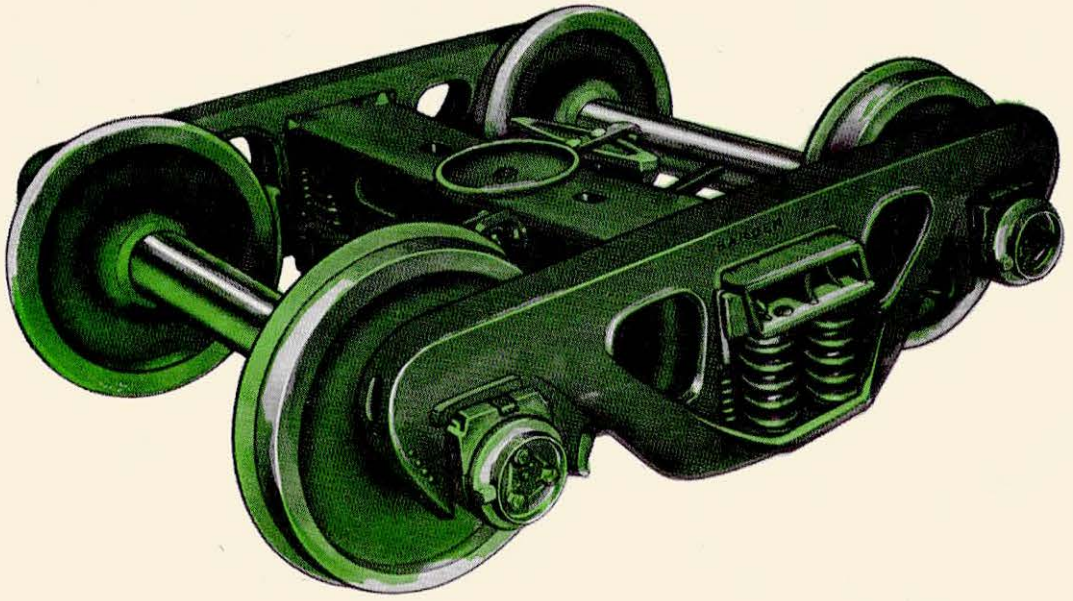

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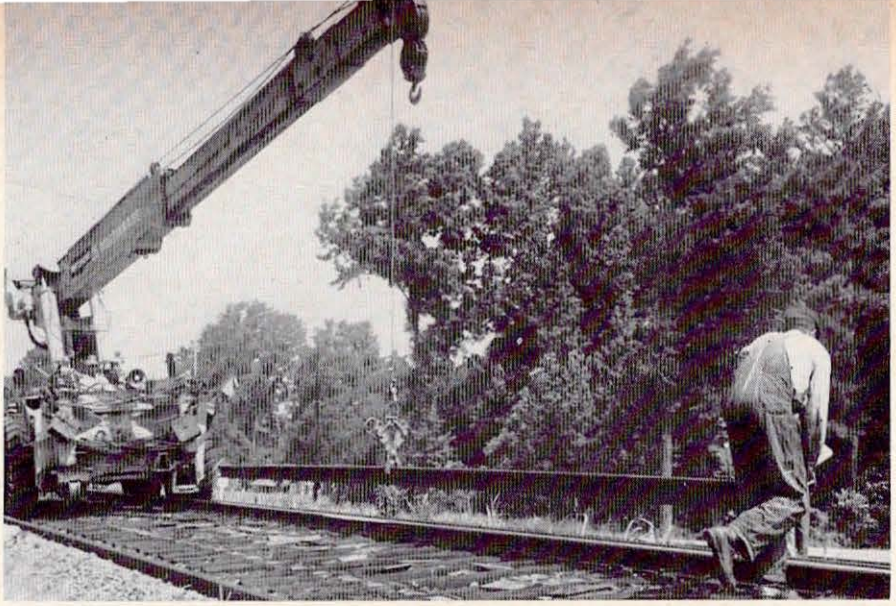
SCULLIN STEEL



OLD RAILS are set out by Multikrane after joint bars are removed and spikes pulled.

How the SCL "threads" long rail strings into its track

When railroads began installing butt-welded rail, significant change came to maintenance-of-way practices.

For one thing, important economies have been gained, because the amount of maintenance required by the track is greatly reduced.

At the same time, however, the switch from 39-foot rails to welded strings about a quarter-mile long has required a fundamental change in the handling of rail during rail-relaying operations. The 39-foot rails could simply be picked up one by one by a crane and placed on the tie plates—but obviously, that method is out of the ques-

BALLAST IS CLEANED from the tie-plate areas by a Kershaw cribbing machine.

TIES ARE PREPARED for new tie plates by Nordberg self-propelled adzing machine.

tion when it's welded rail that's being positioned.

● **Enter the threader.** To solve this problem, track men came up with a method that involves use of a rail threader—a steel frame with built-in rollers on the sides and bottom. Long strings of rail are first distributed along the shoulder of the roadbed. Then, in the actual rail-laying operation, one end of the rail is inserted in the threaders —there is usually more than one such roller device—and anchored to the end of the string previously laid. Once this "thread-the-needle" job is completed, the threaders are then moved forward in such a position relative to the track that the long string is progress-shifted from the shoulder to rest on the tie plates.

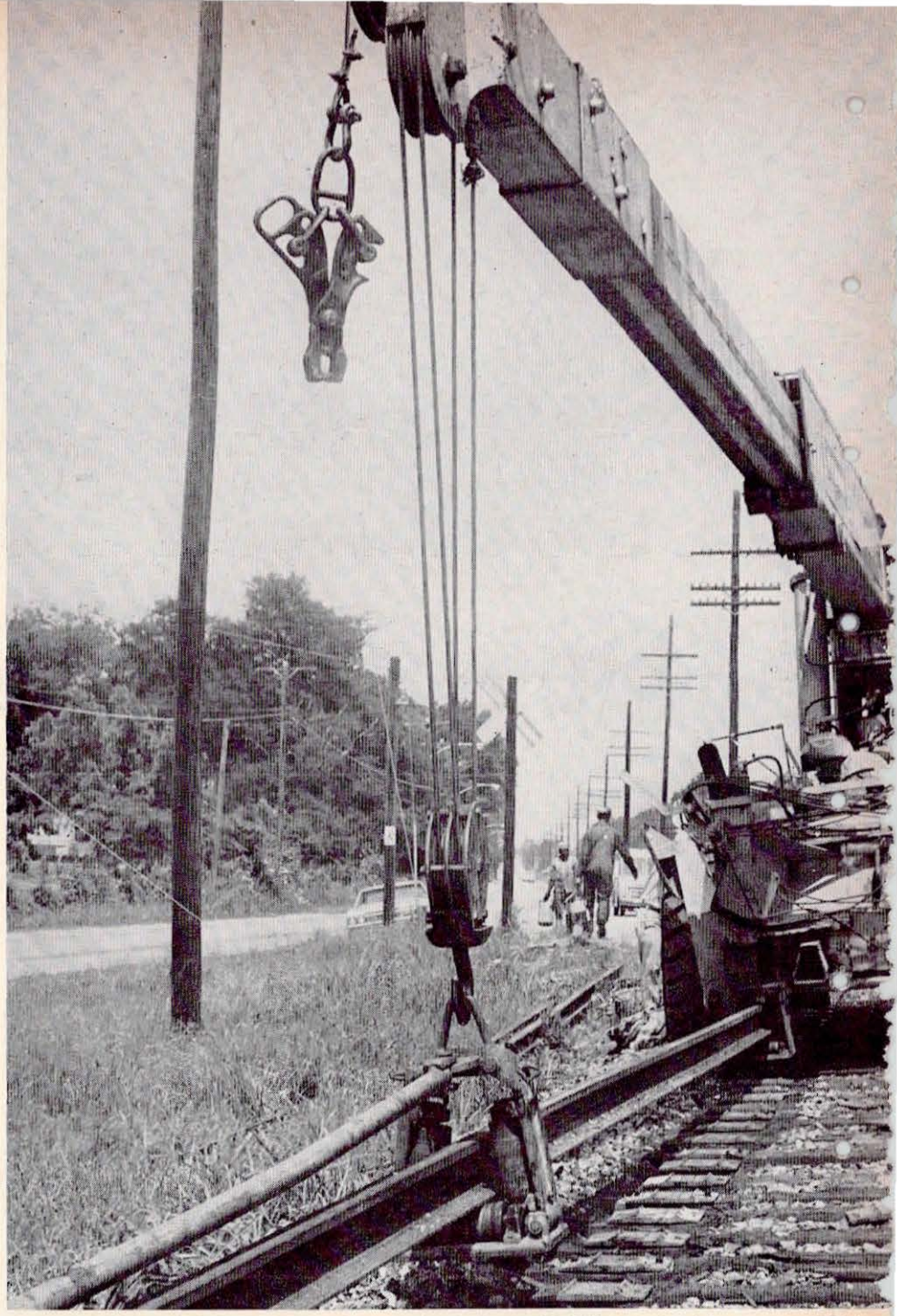
The manner of mounting and moving the threaders varies from road to road —with procedure determined in large part by the individual railroad's choice of crane equipment, either on-track or rubber-tired.

Seaboard Coast Line opted for threaders mounted on a rubber-tired crane on a recent rail-relay job at Clinton, S. C., and developed an operation which permitted the laying of six to eight rail strings per day's work period.

● **Strings 1,323 feet long.** The SCL crew was engaged in a project involving the replacing of 100-pound rail with 115-pound rail over a distance of almost 23 miles. Rail being laid had been welded into strings 1,323 feet long, by the oxy-acetylene pressure method, and had been distributed along the track shoulder ahead of the rail-laying operation.

At grade crossings where no automatic-protection devices were involved, the long rails were placed in trenches across the roadways. At crossings equipped with automatic protection where insulated rail joints were required, strings were distributed so as not to block the highways.

In this gang, the "prime movers" for mounting the threading devices are two Pettibone Mulliken Model 25 Multikranes, rubber-tired cranes with 25,000-pound capacity. Three threaders are used for rail-laying with one of these cranes—one threader suspended from the boom line and two mounted underneath the machine in line with each other. As the crane moves forward in a position straddling the track, a rail inserted through the three threaders is picked up from the track shoulder and guided into position on the tie plates. Any ballast or dirt that may be present on the rail being laid is removed by a device pushed ahead of the boom-line threader by a steel rod.



WELDED RAIL STRING, extending through leaders on a Multikrane, is picked up and laid

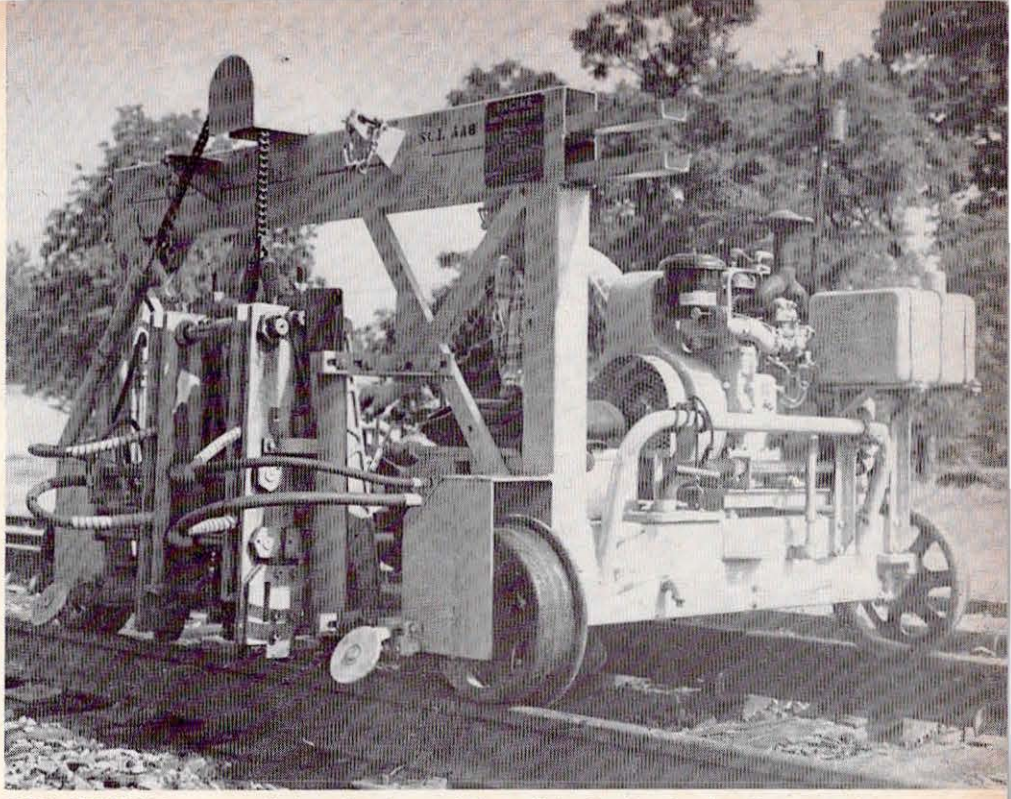
● **How threaders are mounted.** For laying the righthand rail, the two threaders under the crane are mounted near the righthand side of the machine. To insure that the threaders will be in the correct position to place the rail on the tie plates, a pair of double-flanged guide rollers is mounted underneath the crane on the lefthand side, which engage the lefthand rail. The crane equipped for laying the lefthand rail is rigged in the reverse manner.

Use of the Multikranes is not limited to the laying of the long strings. In any particular operation, the Multikrane not used for the laying operation goes ahead and lifts out the old 39-foot rails. Also, both units are used for lifting the other heavier units of equipment in the gang to and from the track as occasion demands during the day, when starting work in the morning, when clearing for trains and when closing up for the night.

It is pointed out that either machine could lay the opposite rail by simply reversing the machine, rotating the boom 180 degrees, and running backward with the same gearing as forward. This is an important feature, for in the event one machine has a temporary breakdown, the old rail could be barred out by hand, and the one machine could lay the welded rail on either side.

● **Two sets of machines.** Another

o new tie plates as machine moves ahead.



RAIL ANCHORS are applied to the base of the rail by Racine Anchor-Fast machine.

interesting feature of this gang is the fact that, with certain exceptions, two sets of equipment are used. The reasoning is that, with the two sets of machines available, the time and cost are saved that would otherwise be incurred in moving the equipment back after laying rail on one side to lay it on the other. The practice on railroads generally is to use only one set of machines. A day, or perhaps two days, will be spent laying the rail on one side. Then the equipment is moved back to lay the rail on the other side. It is this moving of the machines that is avoided by the SCL. It is necessary only to move the men.

Except for the Multikranes, the SCL gang is equipped with conventional types of equipment. Beginning at the head end of the gang the principal units of equipment, in the order in which they appear, are: A Raco power wrench unbolting the joints in the old rail; a Nordberg Mechanical Spike Puller pulling the spikes holding the old rail; a Kershaw cribbing machine cleaning the ballast from between the ties in the tie-plate areas; a Nordberg self-propelled adzing machine; a Fairmont self-propelled creosote sprayer applying creosote to the newly-adzed surface of the ties; a Nordberg Dun-Rite gauging machine with a Bronco propelling unit; two Nordberg tie-drilling machines drilling spike holes in the ties; three Fairmont spike setters; a self-propelled, remote-controlled Ingersoll-Rand track-mounted compressor operating two Racor Dual Spike Hammers, and two Racine Anchor-Fast rail-anchor applicators.

The latter machines were box-anchoring every other tie except at locations of insulated and buffer joints where the ties were fully box-anchored for 200 feet in each direction from joints.

The two Multikranes, the two tie drills and two rail-anchor applicators are the only machines that are used for laying the rails on both sides. Duplicate sets of all the other machines are used.

● **The organization.** The rail-laying gang is housed in camp cars; and two cooks are provided by the railroad. The crew consists of 44 laborers, 15 of whom operate the small machines. There are two machine operators operating the cranes; and two cooks' helpers. Supervision includes an assistant roadmaster in charge of the gang, a foreman, and seven assistant foremen, each of whom is in charge of a particular phase of the operations. A mechanic is assigned to the gang full time. This gives a total of 60 men, 56 of whom are actually engaged in laying rail.

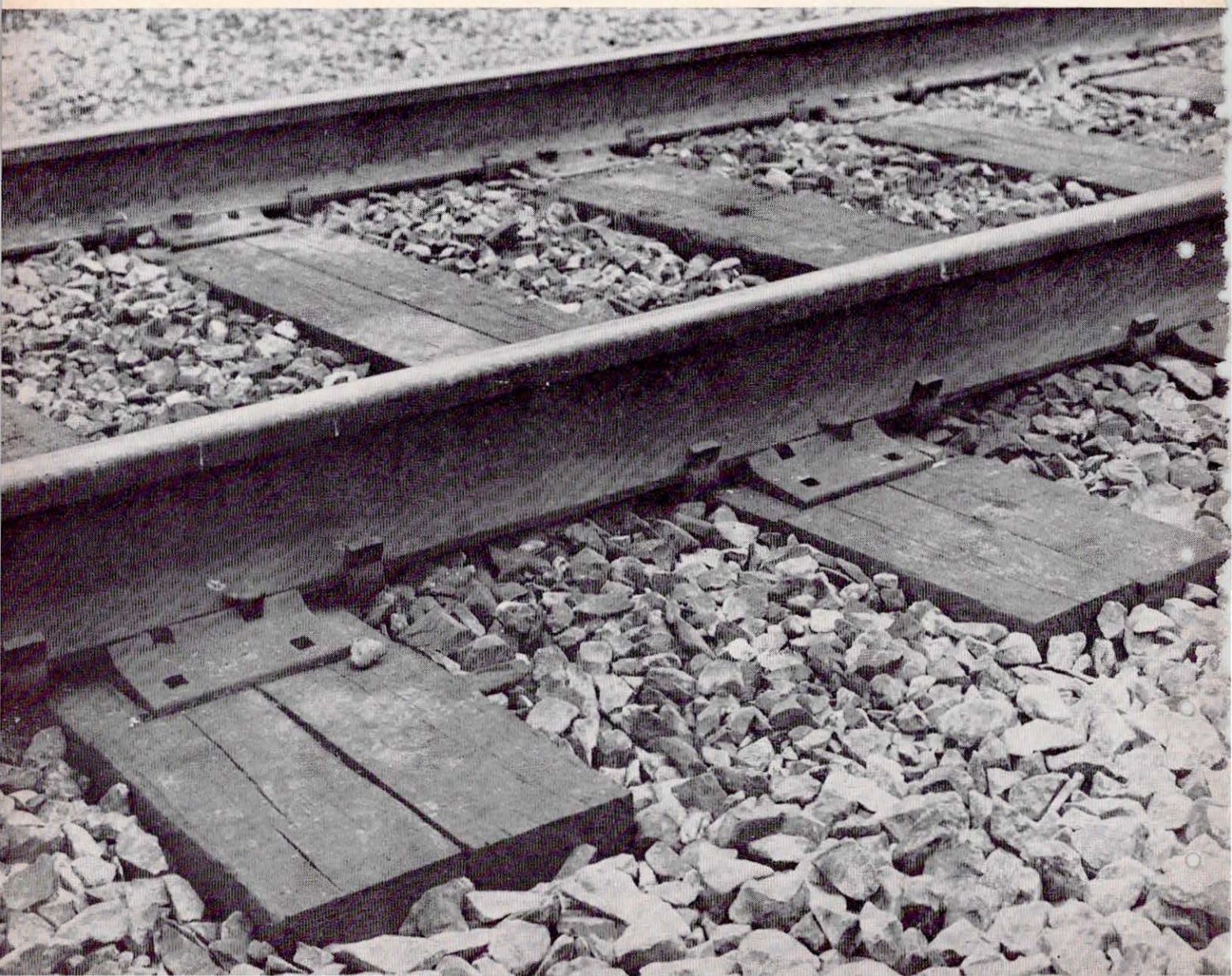
● **Joints thermit welded.** Directly behind the rail-laying operation, the joints between the long strings are thermit welded by the Orgotherm method. For this work a unit, not included in the organization listed above, is used, which consists of an assistant foreman, two welders, two welder helpers and three laborers. Until the joints can be welded, the rail ends are joined by a special clamp which allows traffic to pass at a speed of 20 mph. The joint welds are made by a separate crew that follows immediately behind the rail-laying gang. Traffic speed over the thermit welds is also restricted to 20 mph until the welds have been checked by an ultrasonic flaw detector. This can be done in a few minutes after the weld has been completed.

During its working period the gang has to contend with seven to nine trains each day. Even so, it is able to lay from six to eight rail strings per day. Observation of the gang during train interruptions indicated that during these periods it appeared to function like a well-oiled machine, with each man knowing precisely what he is expected to do and how to do it. At the end of each day's work the policy is to have all scrap material picked up and placed in piles ready for loading. ■

KEY FIGURES in wood-tie project are (l. to r.): W. M. Keller, AAR vice president—research; G. M. Magee, AAR assistant vice president—research; L. W. Boyer, chairman of RTA Committee on Promotion of the Wood Crosstie; and M. S. Reid, assistant chief engineer-maintenance, C&NW.

SIGNS LIKE THIS identify the eight sections in which wood ties are being tested on the North Western's main line.

BUILT-UP TIES, each made from joining two 6-in. by 7-in. pieces with steel dowels, are included in two of the test sections.



What's new in wood-tie research

Answers are piling up as a result of field tests which were begun on a stretch of C&NW's main-line track last October.

The wood crosstie may be as old as railroading—but track men, tie producers and researchers know that they still don't know as much as they should about this vital part of the track structure. They keep asking questions—questions such as:

—What are the optimum width and thickness of the wood tie?

—What are the optimum length and the optimum spacing?

—What combination of dimensions and spacing will give the best results?

Answers are coming—from a stretch of track about a mile and a quarter long on Chicago & North Western.

This inquiry began back in 1965, when the Railway Tie Association (an organization of wood tie producers) and the AAR Research Center joined forces in setting up an intensive and continuing investigation project. In its early phases, the investigation was confined to theoretical analyses and laboratory testing. Regular reports were made to the RTA by G. M. Magee, AAR assistant vice president-research.

● **Service tests needed.** Then there came the time when a new decision was made—that the analytical studies and laboratory testing should be checked out in field testing. With C&NW's cooperation, a test section of ties of different dimensions and spacing was installed in a heavy-tonnage main track. The time was October 1967.

More than 80 M/W officers, railway tie men, members of the RTA executive committee and representatives of tie producers and of other supply companies recently took a look at the test location, on an inspection tour sponsored by RTA. First, they got a briefing, designed to sketch in the objectives of the investigation and the way in which these objectives are being pursued. Then, they toured the test site.

R. H. Devine, first vice president of RTA, led off the briefing. On the program were L. W. Boyer, second vice president of the association and chairman of its committee on promotion of the wood crosstie; AAR Assistant Vice President Magee; and M. S. Reid, assistant chief engineer-maintenance, C&NW.

Magee noted that for the theoretical analysis, use was made of the findings of the late Dr. A. N. Talbot—who, as chairman of the special committee on stresses in railroad track of the American Railway Engineering Association, supervised an exhaustive investigation which resulted in a series of reports presented to AREA in the 1920s and '30s. In these studies, Dr. Talbot developed what he called the track modulus—which Magee defined as the load per lineal inch of rail required to depress the rail one inch.

Magee explained that one objective of the current investigation is to determine what effect various tie sizes and spacings will have on the track modulus. If the modulus is known, the rail depression and stresses in the rails can be determined by use of a formula developed by Dr. Talbot.

● **Results of lab tests.** Magee noted that the lab phase of the investigation has involved rolling-load tests of ties of different sizes and spacings. In each test setup, two ties were used, in ballast with a depth of 12 inches under the ties on 30 inches of compacted subgrade. Each pair of ties was subjected to eight million cycles of loading.

Three times during each test, ties and ballast were sprayed with water to simulate one inch of rainfall. Settlement of ties under load was measured with a surveyor's instrument.

These measurements, Magee said, indicated that settlement of the ties occurred mostly during the first two million cycles of loading. After that, there wasn't much increase in settlement. Magee estimated that under the tonnage of traffic carried on the C&NW test track, the ties will have to be in track about 16 years to equal the tonnage imposed during the eight million cycles of loading in the six weeks' lab test.

The North Western test site, using 3,380 ties, is divided into eight sections, each about 20 rail lengths long. Each section is different from the others in some respect—in cross section, length or spacing of ties.

● **Built-up ties tested.** The 7-by-12-inch ties used in the test were formed by joining two 7-by 6-inch sections. In half of these ties, 10 3/4-inch steel dowels were used; in the other half, five such dowels were used. All ties are creosoted red oak. They were installed under new 115-pound welded rail, and the track was surfaced on six inches of quartzite ballast.

From the test-track project, researchers hope to find out the track modulus for each tie size and spacing, and the relative efficiency of the different combinations in maintaining the line, surface and cross level of the track. Magee noted that the necessary measurements for this latter determination are being obtained by operation over the test track of a loaded 70 ton hopper car coupled to the AAR research car. Instrumentation is being arranged to record the profile of each rail and differences in cross level.

On the basis of test results thus far, Magee was able to draw a couple of preliminary conclusions. One is that the depression of ties under load seems to depend more on their spacing than on their size. Another is that the 7-by-9-inch-by-10-foot tie at a spacing of 19½ inches seems to be making the best showing.

What comes next? More definite conclusions. And Magee figures it may be possible to draw these more definite conclusions as early as a year from now. ■

Tie sizes and spacings on C&NW's test track

Section	Tie Size	Tie Centers
1	6 x 8 in.—9 ft.	19½ in.
2	7 x 9 in.—10 ft.	19½ in.
3	7 x 9 in.—9 ft.	19½ in.
4	7 x 9 in.—8½ ft.	19½ in.
5	7 x 9 in.—8½ ft.	23⅜ in.
6	7 x 9 in.—8½ ft.	27½ in.
7	7 x 12 in.—8½ ft.	29¼ in.
8	7 x 12 in.—8½ ft.	23⅜ in.

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Guess who just closed the car parts gap.

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Pullman-Standard now has a full-time assembly line that does only one thing: builds rail car parts.

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In closing the parts gap, we're closing the time gap on your side-tracked equipment.

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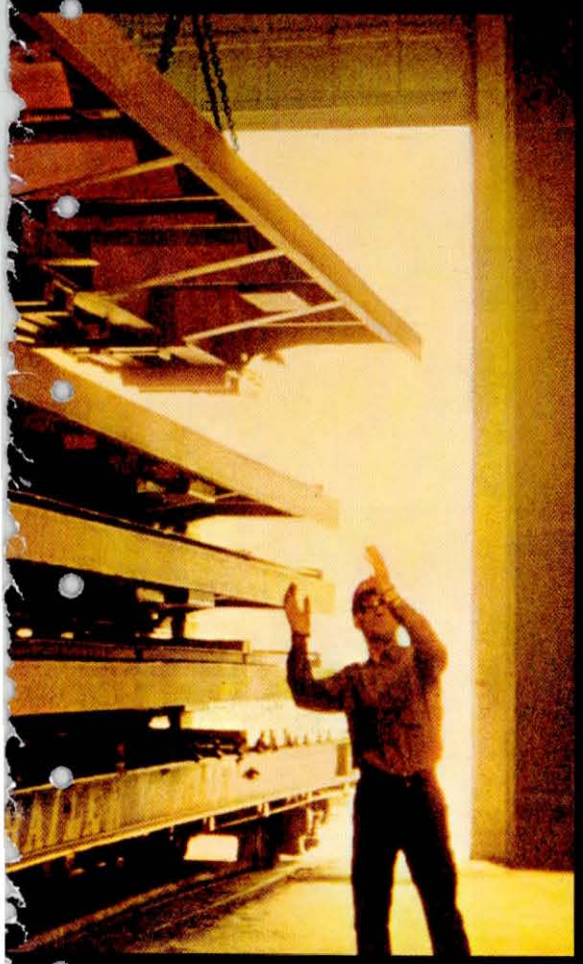

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A Division of Pullman Incorporated

ACETIC ACID loaded at Texas plant goes to two eastern facilities where chemical is a constituent in Celanese acetate fibers.

Celanese fleet gets 150-ton cars

Chemical company will move raw materials for fiber production in what are claimed to be the largest aluminum tank cars which have ever been built.

The trend to ultra-high-capacity freight cars is receiving its greatest impetus in the transportation of bulk liquids. Several groups of nominal 150-ton tank cars with six-wheel trucks are now in service; the newest such fleet is that of Celanese Chemical. The 59 cars, being built by General American, will normally move acetic acid and acetic anhydride from Pampa, Texas, to Celanese plants at Narrows, Va., and Rock Hill, S.C. where the two chemicals are used in production of acetate fibers. The Pampa plant turns out a half billion pounds of acetic acid annually.

● **Increased payload.** More than a million pounds of aluminum Alloy 5454 were used in fabricating the tanks for these cars, each of which holds 34,650 gallons. Stephen H. Warren, supply and distribution director for Celanese, says that the increased payloads resulting from the lightweight aluminum construction of these cars should produce substantial shipping economies. Empty, each car weighs 87,500 pounds; when loaded, the weight on rail is 390,000 pounds.

The 11/16-inch tank plate was supplied by Kaiser; tank heads and fittings were produced by Alcoa. Special extruded aluminum sections were designed for tank anchors and internal support rings. While the tank is not insulated, it does have its own heater coils—16 lines of 2-inch aluminum pipe.

GATX is an old hand at fabricating aluminum tank cars at its Sharon, Pa., plant, claiming the production of the first such car in 1928.

● **Largest ever.** Celanese calls its new cars "the largest ever built of aluminum." Length between strikers is 74½ feet. To enable the new tankers to traverse curves and crossovers with relative ease, they have been fitted with 43-inch E couplers. The special high-capacity draft gears are Cardwell Westinghouse hydraulic-friction type.

GATX engineered the car on the basis of Celanese performance specifications. A new design of six-wheel truck manufactured by Buckeye Steel Castings has been used. These 150-ton trucks have special cast-steel frames and an over-all 11-foot wheelbase. Elastomeric cushioning over the roller bearing adapters reduces vertical and lateral shocks delivered to truck components. The cars incorporate the first application of Wabcopac truck-mounted brakes ever made in a six-wheel truck. A specially designed center casting, also produced by Buckeye, incorporates the center plate, center filler and draft lugs.

● **Extensive ownership.** The new tank cars are joining a fleet of over 500 units operated by Celanese-subsidiary Celtran, Inc. In addition to the new aluminum units, there are already several 150-ton tank cars on the CELX roster. While most of the ownership is tankers, there are also covered hoppers and a series of special container cars. These 85-foot, bulkhead flats each carry eleven special rubber containers for transporting dry bulk chemicals. ■

LETTERS

High-speed train service

Blackwood, N. J.

To the Editor:

I enjoyed your article "Who Will Ride These Trains?" by William Griswold [RA, May 20 p. 24]. Unfortunately, he has made several serious errors of omission in his calculations.

1. The downtown-to-downtown fallacy. Very few passengers live within 10 minutes travel of the stations mentioned, especially in the larger cities. To be realistic you must be system oriented and calculate time portal to portal, because this is the traveler's real concern. Unless you can walk to the airport or station, most passenger travel is intermodal (auto-air, bus-rail, etc.), except the automobile trip of course.

2. Non-price or non-time competition, may completely invalidate the conclusion that faster rail will divert air passengers. Such things as habit, parking, steps, coffee, and other amenities may be decisive. Incidentally, New York-Boston and New York-Washington were tied at 150 minutes in Table III—tie favors the rail mode?

Since I live in the Philadelphia area and make perhaps 20 trips per year to New York or Washington, I have seriously evaluated the options available to me. Conclusion: bus to New York and air to Washington. Why? The intermodal connection to rail is simply too inconvenient and time consuming.

Bernard V. Sigg

Evanston, Ill.

To the Editor:

On the subject of the high-speed passenger train project in the Northeast Corridor, and with particular reference to the cogent comments of Carl R. Englund, Jr., appearing in the June 3, 1968 Railway Age: It seems that the problem of attracting passengers from Long Island and Westchester/Fairfield could be solved by the simple expedient of providing shuttle trains from such points as Jamaica or Nassau County and from Stamford and/or Bridgeport operating directly to and from Pennsylvania Station and arriving and departing from the *same platform* as the outbound and inbound corridor trains.

Combining with such across-the-platform transfer service, through ticketing between suburban points and corridor cities should make the use of the new service as convenient and expeditious as flights in and out of J. F. Kennedy and La Guardia air terminals.

Of course, the service would have to be good and the connections virtually guaranteed, but on this basis, using short M-U equipment, it might prove an economical feeder arrangement for the corridor trains and help substantially to build their patronage.

James Sloss
Research Consultant
Northwestern University

New Haven, Conn.

To the Editor:

I write in reference to the interesting article on potential high-speed rail passengers by William Griswold in the May 20 issue [p. 24]. The assumptions he used in his analysis seem to reflect the reasoning of those who are carrying out the Northeast Corridor Project. The evidence he presents clearly indicates, however, that the new trains should compete with the bus lines in price as well as with the airlines in speed.

The increase in average speed from 55 to 75 miles per hour captures virtually no new markets, yet the high fares preclude the erosion of the bus lines' 23% of the New York-Washington market. Since the cost structure of rail transport is characterized by very low marginal cost, it seems sheer folly if the Corridor project does not reorient its fare structure to 1) build volume, and 2) attract the longer-distance bus travelers through lower per-mile fares for longer distance trips.

Another observation concerns the static cost-time analysis used by Mr. Griswold. A new transport service does not simply reshuffle the shares of the market of the various competing modes. In fact, every significant new transport service has altered living habits, residence and commercial building patterns, the percentage of income spent on transportation, and the very destinations of the travelers.

The impact of a truly convenient high-speed rail service should be much more profound than Mr. Griswold's analysis suggests. But a high-cost 75-mph system probably will not be sufficient to effect these "structural" changes. Besides higher speed, the system also requires abundant connecting services and inter-modal coordination (many corridor travelers originate and find their destination elsewhere), revitalization of core-city facilities, and active promotion (style and fashion play a major role in travelers' decision making).

Finally, the railroad industry, in its efforts to build popular support for governmental promotion of high-speed rail transport must stress not only the "efficiency" argument (i.e. the relative cost of building highways and airports vs. rail installations), but also the "social" argument.

The promotion of a system of high-speed rail passenger service will aid in the revitalization of inner city areas, provide employment opportunities for the poor, give the poor access to a comprehensive transport system, and improve the quality of urban life. It is undeniable that the centrifugal effect highway and air transport systems have had on the dispersion of industry, commerce and recreation has directly caused the deterioration of the cities and the isolation of the poor.

Jan de Vries

Freight-car numbering

Torrance, Calif.

To the Editor:

For the last several weeks you have been carrying articles on the new ACI system and what it can do to speed up various jobs on the railroads.

Several years ago, as it is remembered, there was a plan to number cars uniformly so that box cars would have the same first numbers, gondolas the same first numbers, hoppers the same first number irrespective of the car ownership (car initial.) In other words the first number of a 40-foot box car would be 4, whether it was a Boston & Maine car or a Southern Pacific car. The second number could indicate the size of the door and whether "cushioned" and whether a "Damage Free" or not.

It appears that this idea has not really caught on. However, with every car now going to spend a few days in a shop somewhere to get its new pretty reflective ACI identification, why not renumber these cars to follow that master plan?

Reason: In the times of car shortages the carriers could feed to the computers key numbers such as 41,000 and they could immediately locate all 40-foot single door cars. Or when looking for a special car, the system would be the same. This would save many hours of work for car distributors and speed up car utilization.

K. Paul Thorpe
General Traffic Manager
Harvey Aluminum, Inc.

(The standardized numbering system, proposed several years ago, probably will not come into existence, despite the advantage it would give in immediate identification of a car's features. The AAR Car Type Code, shown in the *Official Railway Equipment Register* does identify the features of a car. This type of data would be stored in the TRAIN system so that an intermediate step in the computer process would make it possible to select cars by type, length and equipment to fill the requirements of a shipper. —*Editor.*)

"RAPIDO" (above) is now at break-even, a point envisioned for all CN passenger trains by early 1970's.

What has the CN proved?

Do more riders means lower deficits? Not so far—but passenger-pampering CN isn't discouraged.

In recent years, the Canadian National has become known as the railroad that cares about passengers. Railfans who are disturbed over what they regard as the callous attitude of most U.S. railroads toward passengers are fond of citing the CN experience as proof that the passenger business can pay.

While U.S. railroaders readily concede that the CN has done more than any other road in recent history to pamper passengers and woo them back to the rails, they have nonetheless adopted an "I'll-believe-it-when-I-see-it" attitude insofar as the profitability of the CN's passenger policy is concerned. This is because the CN, while it has not been shy about announcing increases in ridership, has been less aggressive in announcing balance-sheet results.

Last week, those results were a matter of public record. They were published in a paper prepared by R. A. Bandeen, CN's director of corporate planning, for the Symposium on High-Speed Ground Transport held in Vienna under the sponsorship of the International Railway Congress Association (Brussels) and the International Union of Railways (Paris).

The main results of the CN's program, as reported by Bandeen:

—While CN's ridership and revenues were rising, the dollar deficit was also rising and is still close to $50 million a year. This is blamed partly on non-recurring expenses connected with the passenger program and CN foresees a break-even point in the early 1970's.

—CN's experience indicates that "there is a promising economic future for good, high-speed ground passenger transportation in what have come to be known as the 'corridors' running between major cities in urbanized and industrialized areas of North America"—which is basically the position of railroads south of the border.

—It remains a part of CN's policy "to get out of passenger services which have no economical justification; or, where uneconomic services must be maintained in the public interest, to seek recovery of our losses from public funds."

• **CN's "success" story.** If the CN's story is a little less dazzling and definitive than some railfans believe, it is still an impressive story, and CN clearly regards its experiments as successful—at least so far.

"What we seek," as Bandeen put it, "is the elimination of the railway passenger deficit, not the elimination of the rail passenger business."

With this in mind, the CN in 1962 launched its Red, White and Blue pricing system, recognizing daily and seasonal fluctuations in travel demands: the highest prices were charged on days of high travel demand; the lowest prices on days of low demand. Started in the Maritime provinces, the plan was extended system-wide in 1964.

Meantime, CN started an equipment-upgrading program. In 1964 and 1965 700 cars were shopped and refurbished. Additional equipment was acquired. Since 1964, said Bandeen, CN has bought 105 units of late model stock

from 11 U.S. railroads and has leased 69 more cars.

In 1965, CN made a big splash with the introduction of North America's fastest inter-city train—the "Rapido," making the 335-mile run between Montreal and Toronto in four hours, 59 minutes, an hour better than the best previous schedule. CN calculates that the "Rapido" is now at break-even.

Still to come are the United Aircraft "TurboTrains" which CN believes will generate revenues 10% over costs.

• **The balance sheet.** Bandeen acknowledged that "in terms of CN's over-all passenger deficit, the results would not, at first glance, appear to be so encouraging. In 1961, CN calculated its passenger deficit as $47.9 million from revenues of $47.9 million and expenses of $95.8 million. In 1966, the deficit was $50.8 million from revenues of $72.7 million and expenses of $123.5 million." (Bandeen excluded 1967 results because they were distorted by extra business generated by Expo.)

"But it has to be remembered," Bandeen added, "that a substantial portion of the expense in 1966 was for new equipment and facilities." He said a deficit of about $45 million is seen for 1968.

• **What it all means.** In summary, said Bandeen:

"It appears from the experience and research of Canadian National that (a) it is possible to use modern merchandising methods to market good railway passenger service in North America and (b) that the potentially most profitable area of railway passenger operation is in fast intercity service in highly urbanized and industrialized areas.

"It appears also that to realize the profit potential of such 'corridor' areas, new and vastly improved standards of service and radically new technology are needed.

"Additionally, it appears that the bulk of the vast amounts of capital needed to develop the high speed ground transportation systems of the future will have to come from government. But there remains, and probably will always remain, a place for private investment . . . and an opportunity for private enterprise to contribute to the efficiency of the whole operation while making a profit for itself.

"Finally, it appears that both the U.S. and Canada are moving towards a rationalization of their transportation systems and better planning of transportation investment. In both countries there is appreciable progress towards the development of HSGT systems within the framework of a national transportation system, with the U.S. moving quickly and boldly in this direction." ■

WALTER TAFT

WATCHING WASHINGTON

MORE TIME FOR FAST-TRAIN STUDIES—Prospects are now good for early Congressional action extending the Department of Transportation's High Speed Ground Transportation Program. That's the program which includes the Northeast Corridor demonstrations of fast rail service between Washington and New York and between New York and Boston. It is now scheduled to expire September 30.

HOUSE BILL READY FOR VOTE—On the House side, the extension bill, H.R. 16024, has been approved by the Committee on Interstate and Foreign Commerce and cleared by the Rules Committee. It could come up for a vote this week, and no substantial opposition is anticipated. On the Senate side, the companion bill, S. 3237, was scheduled for hearing this week before the Commerce Committee's Surface Transportation Subcommittee.

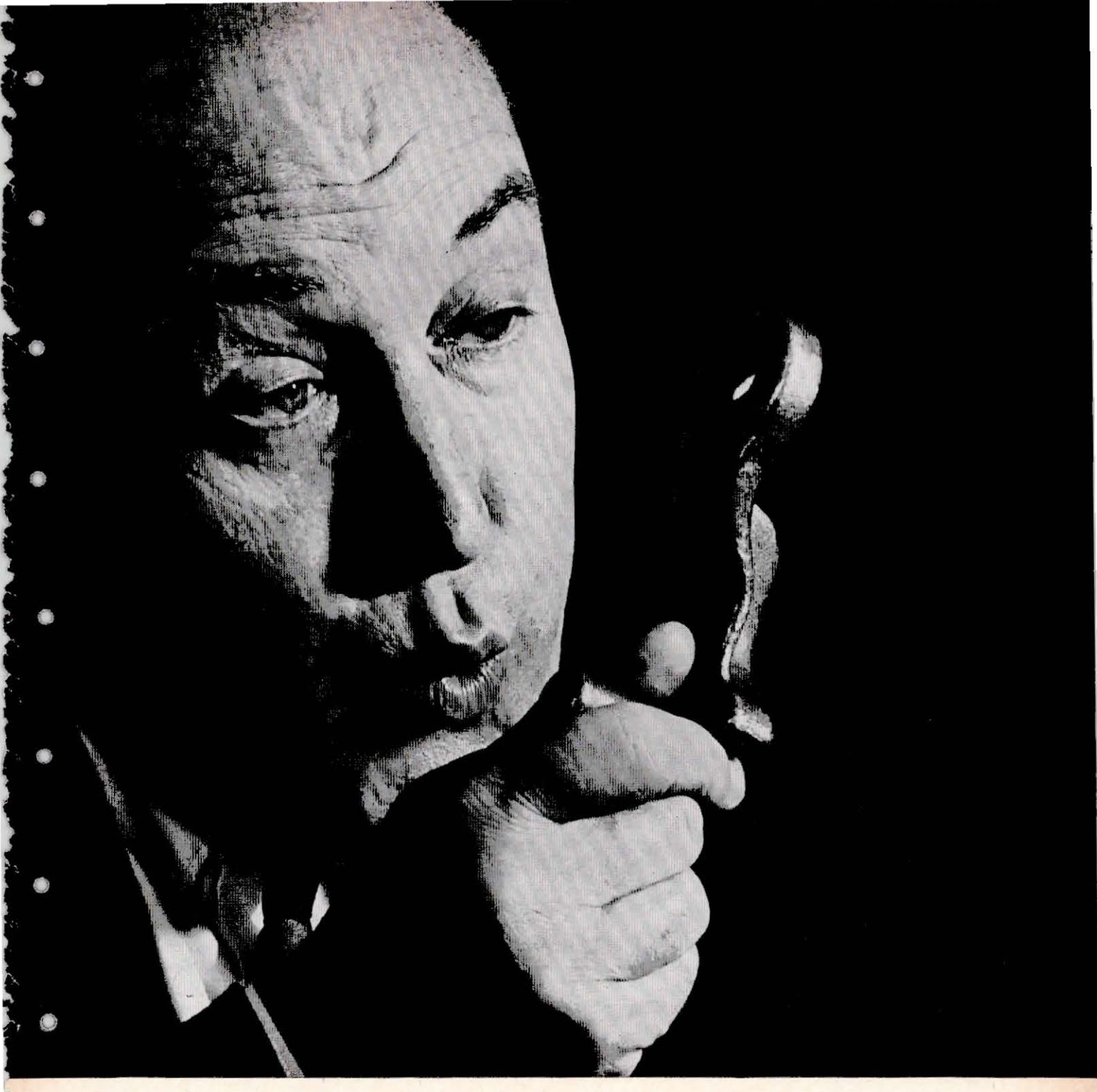
NEW AUTHORITY—As cleared for House action, H.R. 16024 put the program's term on a fiscal-year basis, and set back the expiration date for nearly three years—until June 30, 1971. It also proposed to give Secretary of Transportation Alan Boyd authority to contract for two Northeast Corridor suburban stations—at Lanham, Md., and Woodbridge, N.J. Other new authority proposed for the Secretary would let him acquire testing sites and build support facilities for the program's research and demonstrations.

SAFEGUARDS—In proposing this additional authority, the House Committee also proposed safeguards. As to the suburban stations, the cleared bill stipulated that the Secretary must arrange for them "without acquiring any property interest therein." As to the testing sites the Committee said it "expects the Secretary to bring to its attention and to clear with it any purchase of sites." The report also emphasized that the new authority would not change the present law's provision barring the Secretary from acquiring any interest in a railroad.

INCREASED NEED—The Committee's call for favorable House action included a warning that "today there is an even greater sense of urgency than there was in 1965" when the program was launched. "Travel volumes," the report added, "have increased at a greater rate than predicted, and the period of time before we will completely run out of transportation capacity in the Northeast Corridor has been shortened."

service...
it's our special
ingredient

We go to extremes in Quality Control



Possibly. For we're the *fussy* coupler makers. We fret and fume and sweat over small parts, small details. ▪ We carefully control raw materials selection...the melting, pouring and heat-treating...the finishing, gaging and inspection. (Coincidently, so do some other coupler makers.) ▪ We're also – *not coincidently* – the largest coupler producers. And *that's* because we go to extremes to guard coupler quality... absurd lengths to provide "instant" coupler service.

OUR 100th YEAR

NATIONAL CASTINGS DIVISION
Midland-Ross Corporation

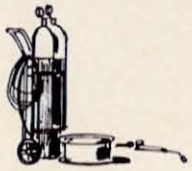
10600 QUINCY AVENUE • CLEVELAND, OHIO 44106

Circle 10 on coupon page 29

9603-A

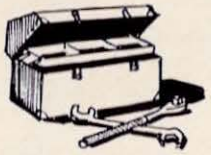
In Equipment for Piggyback . . .
REALCO STANDS FOR SERVICE!

Operated by REAL SERVICES, INC., a service subsidiary of REALCO, the new trailer repair facility at the Atlanta rail yards is within five minutes of major piggyback ramps in Atlanta . . . provides fast, expert trailer repairs for Members of The National Railroad Trailer Pool.



REPAIRS . . .

Because Pool trailers are repaired and rolling again within a few hours, Members and their shipper customers enjoy the lowest downtime and highest availability factors in the piggyback industry. Many damages are repaired on the spot by the men of the REALCO Mobile Service Unit Fleet. The exclusive Trailer Damage Protection Program absorbs up to $150 for off-car damage regardless of where the repair takes place and without additional cost to Members . . . for the lifetime of the trailer. REALCO trailer repair facilities are fully stocked, equipped and staffed to serve as an important link in carrying out this program now, and as the Pool continues to expand. Also, 342 affiliated or contract garages and service facilities are available for repairs.



MAINTENANCE . . .

To keep the 13,000 Pool Trailers on line and on the go, REALCO carries on a program of maintenance, directed and supervised by regional field maintenance personnel situated where the need for action is...through affiliated and contract service facilities, and the national fleet of company owned Mobile Service Units. Regular maintenance and service are provided at each point of trailer assignment, and at points of movement concentration.

TIRES . . .

Under its exclusive Full Service Program, REALCO arranges for repairs or replacement on any REALCO trailer at no additional cost to Members. REALCO maintains a stock of spare tires at over forty locations . . . absorbs *all* the costs of tires for the entire lifetime of every trailer in the fleet.

IN PIGGYBACK TODAY, *REALCO* SETS THE PACE WITH FULL SERVICE PROGRAM FOR MEMBERS OF THE NATIONAL RAILROAD TRAILER POOL!

Railroads find that REALCO service multiplies the inherent advantages of piggyback . . . because, in the Pool, they receive more real services from REALCO on a nationwide scale than anyone else provides.

REALCO reinvests corporate profits into permanent repair facilities, staffed by full-time experts in trailer care.

REALCO constantly adds to its Mobile Service Unit Fleet, bringing on-the-spot service and repair to damaged trailers in railroad terminals.

In other words, REALCO is totally committed to SERVICE, and spells it out *in writing for every Member!* REALCO invests in quality equipment, then *keeps it that way.*

Phone for Service!

Service is our business. All that a Member has to do is telephone when REALCO trailers are damaged. Then REALCO people move swiftly, from repair bids on through final inspection. It all adds up to REAL SERVICE.

REALCO

Serving THE NATIONAL RAILROAD TRAILER POOL

REGIONAL OFFICES:

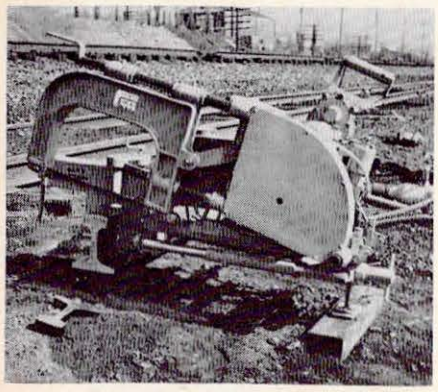
ATLANTA 30309, 1409 PEACHTREE ST., N.E., (404) 892-7454 CHICAGO 60606, 222 W. ADAMS ST., (312) 332-5567

NEW YORK 10017, 219 E. 42ND ST., (212) 557-8863 SAN FRANCISCO 94105, 681 MARKET ST., (415) 391-7523

HEADQUARTERS: CHICAGO 60607, 433 W. HARRISON ST.

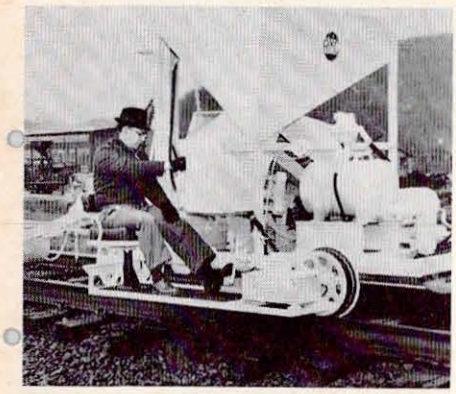
Circle 14 on coupon page 29

NEW PRODUCTS REPORT



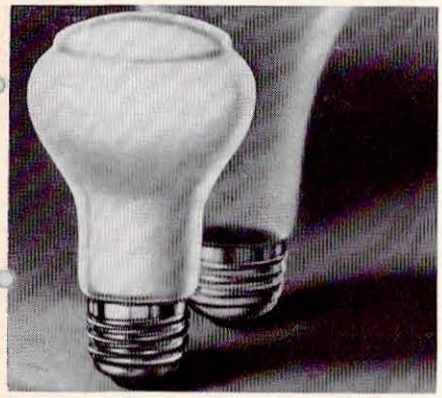
Rail drill-saw (RA-1)

A combination tool drills and saws rail, drills timbers and tightens or loosens bolts. Operated by a special hydraulic power package, or other hydraulic system, the units consists of a special base, rail drill, rail saw, reversing hand piece, hydraulic impact wrench and timber-drill. The basic machine is a rail drill which utilizes a standard flat-beaded track bit, the rail saw being an attachment to the drill. The standard RMC power pack is a 150-lb assembly consisting of an air-cooled engine, hydraulic pump and a frame-mounted oil reservoir. A wheelbarrow mounting with rail wheels is optional. Also, the power package is optional since the tools can be operated from any hydraulic system provided the pressure does not exceed 1500 psi or the flow doesn't exceed 15 gpm. The saw is designed to apply a downward force automatically on each cutting stroke. The impact wrench develops a torque in excess of 2000 ft-lb. *Railway Maintenance Corp.*



Anchor applicator (RA-2)

The RMC Universal AnchorMaster has been introduced for applying anchors to the rails. It requires only one operator and is capable of setting and applying most types of anchors, regardless of size. A sequence circuit controls the entire operation, reducing the operator's work to a minimum. The AnchorMaster utilizes the following sequence to apply anchors: (1) Two anchors are fed to holding receptacles; and (2) operator starts sequence of operations—(A) anchors are positioned on rail, (B) anchors are forced against tie, (C) anchors are applied and (D) the anchor-holding receptacles are raised to receive two more anchors and machine moves to next tie. Main components of the unit consist of anchor-holding receptacles and applying mechanism, anchor-storage bin and anchor-loading device. AnchorMaster carries a supply of approximately 500 anchors. A loading device transfers anchors from right of way to hopper. *Railway Maintenance Corp.*



New long-life bulb (RA-3)

Development of the first krypton-gas-filled incandescent light bulb for commercial and residential illumination has been announced. The new bulbs are available in 60 and 100 watts. They are smaller and provide longer life than conventional incandescent bulbs and more brightness than other long-life bulbs on the market. The krypton bulb, manufactured with a standard medium base, fits any socket designed for conventional bulbs. The bulbs are guaranteed for a 2,500-user-hour life. *Duro-Test Corp.*

Communication system (RA-4)

A broad family of recently introduced solid state data sets transforms or encodes information from punch card, paper tape, magnetic tape, facsimile, teleprinter or other machines, into voice-equivalent signals for transmission between digital machines and transmission systems. The transmission network—cable, microwave, radio or satellite—moves the data along to its destination. There, another data set decodes the signal. *General Electric.*

RAILWAY AGE
THE TRANSPORTATION WEEKLY

30 Church Street, N.Y., N.Y. 10007 READERS' SERVICE (Att. George Johnson)
PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS IN ADVERTISEMENTS NUMBERED: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGE 32 MARKED: RA-1 RA-2 RA-3 RA-4

NAME ..... TITLE.....
COMPANY .....
ADDRESS .....
CITY ..... STATE..... ZIP.....
● Inquiries can be processed only if title and company are shown. 7/15/68

"Running interference" through

"Mile a Minute" Charlie Murphy never would have made it back in 1899 if he hadn't been riding right behind a traveling windshield—a practice observed in such speed attempts to this day.

As a practical matter, *every car in a train runs interference for the car just behind it*—just as a racing car team does in nose-to-tail "drafting" at the speedway.

To a train's aerodynamic efficiency (which counts more and more as speeds go higher and higher), add its other natural advantages...

The volumetric efficiency of a giant railroad diesel —in which for each cubic inch of displacement there is only about half as much opportunity for cylinder wall friction as in a truck engine;

The easy travel of a train's steel wheel rolling on a steel track, as compared with the heat-producing, frictional resistance to flexing of a rolling highway tire (on which you can often fry an egg);

the air is still a great train trick

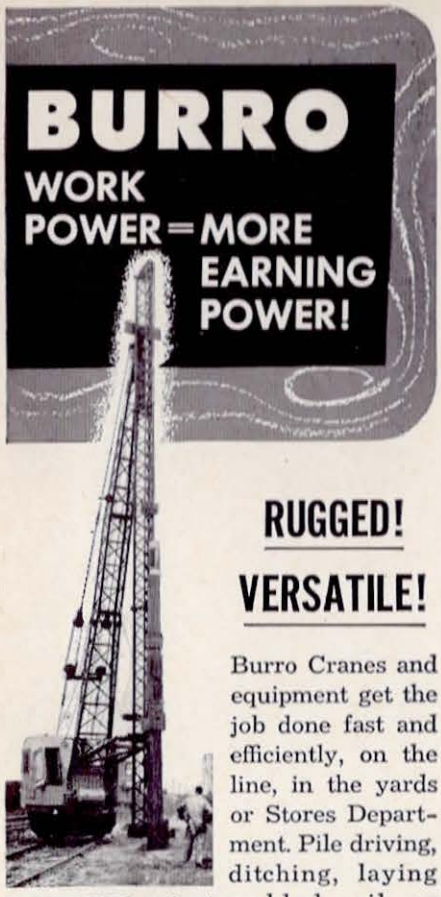
The guided movement of a train's rails (which guided movement is as basic to transportation automation as it is to factory automation) ;

The low-manpower needs of a train with its multiplicity of towed cars (as compared with the driver-for-every-unit case of highway trucks) .

To these natural advantages, railroaders add new ones as fast as they can: unit trains, new loading and unloading devices, a whole new spectrum of specialized cars, fantastic advances in controls, signaling, computerization . . . you name it.

Where do railroaders turn every week to keep up? To weekly RAILWAY AGE. What a place to talk about how *you* can help them advance the railroads!

Be part of the weekly excitement in **RAILWAY AGE** *the transportation weekly*



Model 40 BURRO, equipped with automatic folding leads, shown driving piles with a diesel pile hammer.

RUGGED!

VERSATILE!

Burro Cranes and equipment get the job done fast and efficiently, on the line, in the yards or Stores Department. Pile driving, ditching, laying welded rail, or lifting track panels are but a few of the many jobs handled quickly and economically by the BURRO.

BURRO Rail Threader handling continuous welded rail.

Model 40 BURRO Ditcher supplies its own locomotive travel and work power. Loads dump cars, furnishes necessary air for dumping.

Write for complete information and BURRO Crane Bulletin No. 162

CULLEN-FRIESTEDT CO.
1314 S. Kilbourn Ave., Chicago, Ill. 60623

See coupon page 27

SUPPLY TRADE

Ralph E. Bell has been promoted to vice president-sales, **United States Railway Equipment Co.**, Chicago, a subsidiary of **Evans Products Co.** Mr. Bell was director of freight car sales in **Evans' Railcar Division**, Plymouth, Mich., and will continue to handle sales of new specially-equipped freight cars manufactured at the Plymouth, Blue Island, Ill., and Washington, Ind., plants.

Constantin Alimanestiano has been named president, **Stanray International Corp.**, subsidiary of **Stanray Corp.**, Chicago. Mr. Alimanestiano, who was formerly associated with **General American Transportation Corp.**, will have responsibility for international marketing of products made by all Stanray domestic manufacturing companies, and licensing agreements with European manufacturers.

Bruce O. Breon, vice president engineering, **Keystone Railway Equipment Co.**, has been elected executive vice president. **V. T. Hawthorne** has been elected to succeed Mr. Breon.

Robert F. Anthony has been named sales manager, **Tank Car Division, General American Transportation Corp.** He was previously Eastern region sales manager.

Harvey C. Hopkins, vice president of purchasing, **ACF Industries**, has retired, and **George B. Shaw**, a staff vice president, has assumed responsibility for corporate purchasing. Mr. Shaw will continue as the company's coordinator of government relations in Washington.

William J. Jackel has been appointed corporate vice president of manufacturing, **ACF Industries**, New York, succeeding **Francis H. Boland**, retired.

The corporate headquarters of **General Steel Industries, Inc.** has been moved from Granite City, Ill., to the Gateway Tower Building, One Memorial Drive, St. Louis. The Castings Division remains at Granite City.

The New York office of **Fairmont Railway Motors, Inc.** has been moved to Ft. Washington, Pa., a Philadelphia suburb, and is designated the Philadelphia office. **Avon Lane** continues as district manager.

Marion J. Allen retired July 1 as a corporate vice president, **AMSTED Industries.**

R. J. Musel has been appointed manager of sales, Central District, **Durox Equipment Co.**, Cleveland. **G. J. Rutkowski** has been named manager of sales, Northeastern District.

William A. Snell, supervisor of transportation sales, **Nelson Stud Welding Division, Gregory Industries**, has been named manager of transportation sales, eastern region, with headquarters as before at Philadelphia.

John P. Matthews has been appointed sales engineer, Western Region, Signal & Communications Division, **Westinghouse Air Brake Co.**, Chicago. Mr. Matthews was formerly with the **Great Northern**, where he had many years of experience in communications and electronics.

Jose de Pedroso has been appointed corporate vice president of international activities, **Budd Co.**, Philadelphia, succeeding Norman G. Vehr, retired.

Ralph E. Bell
U.S. Ry. Equipment

C. Alimanestiano
Stanray

V. T. Hawthorne
Keystone

Bruce O. Breon
Keystone

Robert F. Anthony
GATX

George B. Shaw
ACF

John M. Durham has been appointed industrial sales manager, **Garlock Inc.**, Palmyra, N.Y. and **William F. Brainerd** has been named manufacturing manager. **Dr. Walter R. Wise** has been named director of research and development.

Richard E. Rousseau has been appointed to the newly created position of manager, customer services, **Thermo King Corp.**, Minneapolis, Minn.

Orville Clark has been named general sales manager, **D. W. Hallberg Co.**, Livingston, N.J. **Tackle Wallis Green** has been appointed district sales manager. **Fred Sautter** has joined the company as sales representative.

William A. Schlosser, St. Louis district sales manager, **Scullin Steel Co.**, has been appointed vice president—South Central sales, St. Louis.

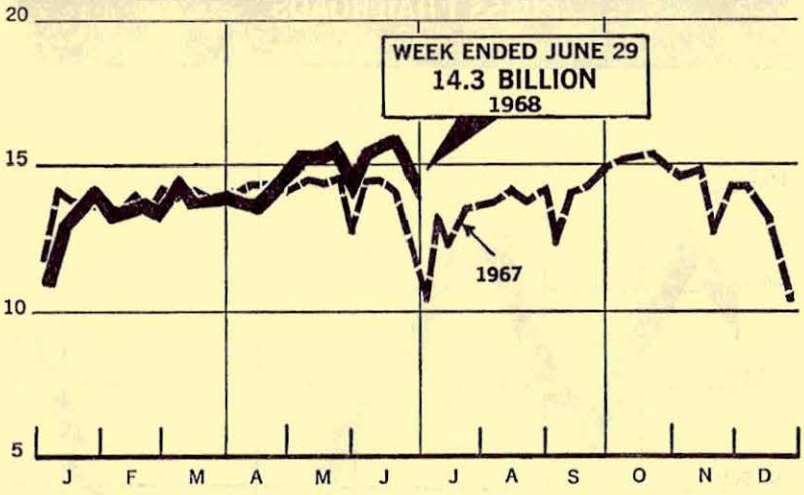
OBITUARY

John A. Bodkin, 82, president, **Track Specialties Co.**, died May 11 in New York.

William J. McDonald, retired division freight agent, **Louisville & Nashville**, died June 22.

RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

MILES OF RAILROAD TRACK AND CTC*

	TRACK MILES	MILES OF CTC SYSTEMS	
		ROAD	TRACK
1961	355,848	32,500	38,264
1962	352,743	33,739	39,918
1963	351,073	34,209	40,670
1964	347,107	35,544	42,282
1965	345,422	37,035	44,025
1966	344,001	37,721	44,758
1967†	342,500	38,800	46,100

*Miles of track include multiple main tracks, yard tracks and sidings owned by line-haul and switching and terminal companies.

†Estimated.

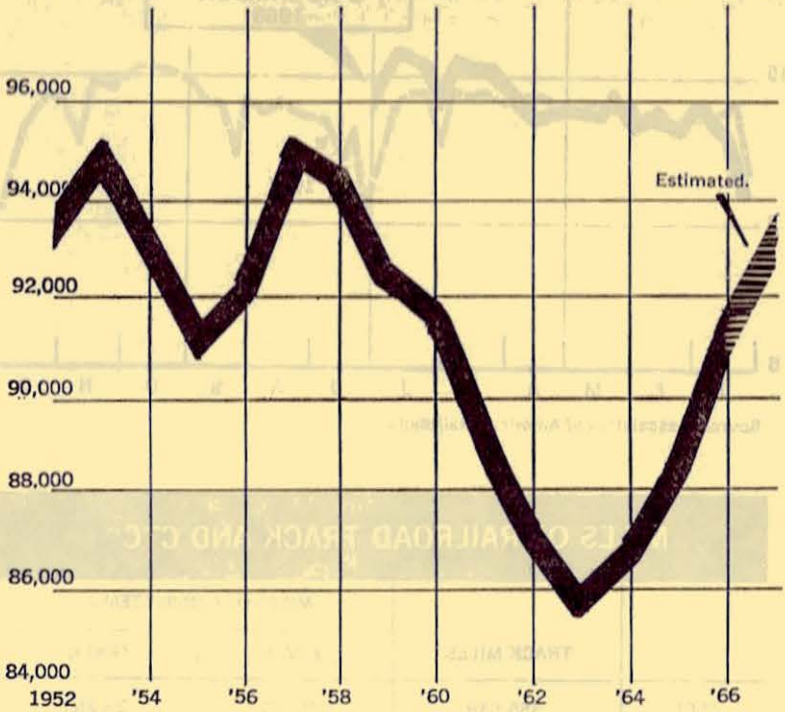
Source: Economics and Finance Dept., AAR.

Current statistics

Carloadings, revenue freight	
27 wks., 1968	14,433,769
27 wks., 1967	14,408,153
New freight cars on order	
June 1, 1968	19,281
June 1, 1967	32,485
New freight cars delivered	
5 mos., 1968	26,947
5 mos., 1967	39,129
Serviceable cars	
June 1, 1968	1,396,119
June 1, 1967	1,419,210

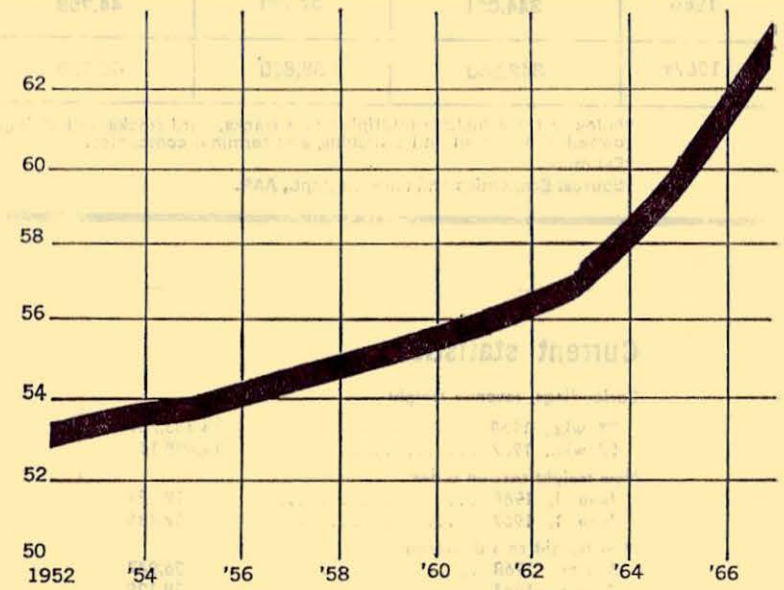
TOTAL CAPACITY OF FREIGHT CARS— CLASS I RAILROADS

(IN THOUSANDS OF TONS)



Source: Economics and Finance Dept., AAR.

AVERAGE FREIGHT CAR CAPACITY IN TONS



Figures are for end of each year. (New cars installed in 1967 had average capacity of 80 tons, compared with 56-ton average for cars retired.) Source: Economics and Finance Dept., AAR.

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended July 6 totaled 443,377 cars, the Association of American Railroads announced on July 11. This was a decrease of 95,767 cars, or 17.8%, compared with the previous week; an increase of 37,783 cars, or 9.3%, compared with the corresponding week last year; and a decrease of 1,725 cars, or 0.4%, compared with the equivalent 1966 week. Ton-miles generated by carloadings in the week ended July 6 are estimated at 11.8 billion, a decrease of 14.1% below the corresponding week of 1967, and 6.5% above the 1966 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, July 6

District	1968	1967	1966
Eastern, including Allegheny and Pocahontas ..	152,413	142,166	158,593
Southern	90,438	80,323	82,643
Total Eastern and Southern Districts	242,851	222,489	241,236
Northwestern .	70,676	66,678	77,827
Central Western	92,906	84,396	93,581
Southwestern .	36,944	32,031	32,458
Total Western Districts	200,526	183,105	203,866
Total All Roads	443,377	405,594	445,102
Commodities:			
Grain and Grain Products	42,135	40,353	48,058
Livestock	602	878	903
Coal	40,210	39,519	44,192
Coke	7,319	6,291	7,943
Forest Products	31,547	26,325	30,102
Ore	52,139	51,429	55,072
Merchandise l.c.l.	3,282	4,236	5,416
Miscellaneous .	266,143	236,563	253,416
July 6	443,377	405,594	445,102
June 29	539,144	505,672	554,203
June 22	598,149	565,429	616,448
June 15	590,880	570,783	625,313
June 8	585,114	577,225	621,155
Cumulative total, 27 weeks ...	14,433,769	14,408,153	15,063,233
Estimated revenue ton-miles (billions) 27 weeks ...	387.8	371.6	379.0

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended June 29 totaled 28,117 cars, carrying 46,770 trailers, compared with 24,362 cars, carrying 40,412 trailers, in the corresponding 1967 week. Loadings for 1968 up to June 29 totaled 653,691 cars, carrying 1,058,878 trailers, compared with 586,113 cars, carrying 964,619 trailers, in the corresponding period of 1967.

IN CANADA

Carloadings for the seven-day period ended June 14 totaled 78,146 cars, compared with 78,067 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd. from Connections
Totals for Canada		
June 14, 1968.....	78,146	25,476
June 14, 1967.....	79,074	24,792
Cumulative Totals		
June 14, 1968.....	1,669,226	575,969
June 14, 1967.....	1,701,239	591,904

FREIGHT TRAIN CARS

• *Canadian Pacific.*—Plans to buy 300 hopper cars for use in unit train service between Cloverdale, B.C., and a new port to be built near Vancouver. CP reportedly has been studying both Canadian and U.S. car designs and is interested in six-wheel, 100-ton cars with roller-bearing swing couplers and solid bottoms.

• *Northern Pacific*—Ordered 150 wood-chip cars from Thrall Car.

• *Southern Pacific.*—Ordered 300 53½-ft. flat cars with 70-ton roller-bearing trucks, and 10 two-unit 110-ft, 140-ton articulated flat cars with end-of-car cushioning and pedestals from ACF at a cost of $3 million.

• *Car Orders.*—Orders were placed in May for 4,057 new freight cars, compared with 3,344 in April and 4,169 in May 1967, according to the American Railway Car Institute and the AAR. The figures show a drop in the backlog of new and rebuilt cars on order and undelivered. As of June 1, only 25,555 new and rebuilt cars were on order and undelivered compared with 27,165 last month and 43,104 on May 1, 1967. Railroad shops received orders for 1,371 new freight cars in May, while contract car builders received orders for 2,686. In addition, 575 cars were rebuilt, compared with 401 in April and 3,500 in May 1967. A total of 6,096 new and rebuilt cars were added to the nation's car fleet in May, compared with 6,634 in April and 7,891 in May of last year.

FREIGHT TRAIN CARS DELIVERED AND ORDERED IN MAY AND BACKLOG OF ORDERS ON JUNE 1—ALL RAILROADS AND PRIVATE CAR LINES

Delivered

	May 1968	April 1968	May 1967
Built new by car builders	2,906	3,395	5,094
Built new in R. R. shops	2,088	2,379	1,250
Built new—total	4,994	5,774	6,344
Rebuilt	1,102	860	1,547
TOTAL DELIVERED	6,096	6,634	7,891

Ordered

To be built new by car builders	2,686	2,502	3,244
To be built new in R.R. shops	1,371	842	925
To be built new—total	4,057	3,344	4,169
To be rebuilt	575	401	3,500
TOTAL ORDERED	4,632	3,745	7,669

On Order And Undelivered

	June 1, 1968	May 1, 1968	June 1, 1967
To be built new by car builders	10,496	10,862	24,365
To be built new in R.R. shops	8,785	9,502	8,120
To be built new—total	19,281	20,364	32,485
To be rebuilt	6,274	6,801	10,619
TOTAL ON ORDER	25,555	27,165	43,104

• *June bad order ratio same as last year.*—Class I roads on June 1 owned 1,473,220 freight cars, 23,198 less than on June 1, 1967, according to AAR report summarized below. Bad order ratio remained the same as on June 1, 1967.

	June 1, 1968	June 1, 1967	Change
Car ownership	1,473,220	1,496,418	−23,198
Waiting repair	77,101	77,208	− 107
Repair ratio	5.2%	5.2%	0

YOU OUGHT TO KNOW

Stockholder vote set on L&N-Monon merger

Shareholders of Louisville & Nashville and Monon will vote at special meetings Aug. 28 on a joint agreement of merger which has now been approved by directors of the two roads. Under the agreement, Monon would be merged into L&N on terms which call for issuance to each Monon shareholder on a tax-free basis of one share of a new L&N $35 par value 6% cumulative convertible preferred stock for each share of Monon common. The L&N preferred would be convertible at any time into L&N common, on a basis of three preferred shares for one common share. Preferred would be callable only after five years, at L&N's option, at $40 per share plus accrued dividends.

Transportation Apprenticeship Conference set

The fourth annual National Transportation Aprenticeship Conference is now scheduled for Sept. 30-Oct. 3, in St. Louis. The program will include separate full-day workshop sessions for participants from the railroad, airline, motor carrier, mass transit and maritime industries.

Superintendents name Bonelli 1968-69 president

J. A. Bonelli, manager-safety, Penn Central, is the new president of the American Association of Railroad Superintendents, succeeding D. E. Parks, assistant superintendent, Great Northern. AARS vice presidents for 1968-69 are E. B. Hardwig, president and general manager, Jacksonville Terminal; J. K. Leslie, transportation engineer, CP Rail; Clark Hungerford, Jr., director-industrial engineering, Burlington; and F. E. Moran, assistant to the vice president-operations, New Haven.

A big customer will be even bigger, if—

The paper industry is one of the railroads' biggest customers. Three-fourths of all of the ton-miles generated by the shipment of pulp, paper and allied products are railroad ton-miles. For this, the paper industry is paying railroads around $800 million a year. E.A. Locke, Jr., president of the American Paper Institute, thinks this figure may rise to $1 billion "in a very few years, certainly before 1975." But to keep and enlarge the business, railroads are going to have to smarten up, Locke told the Pulp and Paper Traffic League at Lake Placid, N.Y. Locke said paper men are concerned over problems of car supply and reliability of service. He proposed that "ad hoc committees of shippers and railroads be formed in specific regions to tackle specific problems of moving paper industry freight more economically by rail." Such groups already exist, said Locke, but their work is "general rather than specific." "The need for fuller collaboration between the [paper] industry and the railroads is urgent, and the opportunity involved is too large to be missed," he asserted.

New air-rights development set for Chicago

Most of the attention paid to development of Illinois Central's Chicago lakefront air rights has been concentrated on the area near the central business district. But IC isn't neglecting its properties farther south — and a $250-million development is now scheduled for the Near South Side on a 50-acre tract. No detailed plans have been announced.

BART nearing half-way point in construction

The San Francisco Bay Area Rapid Transit project is now at the 42% stage of completion, BART General Manager B.R. Stokes told directors in a mid-year report last week. More than 60 miles of the 75-mile regional network are now under construction, said Stokes. Some 120 construction and procurement contracts, amounting to nearly $600 million, have been awarded, and another 100 contracts totaling $200 million are still to be let. Award of the final contracts, said BART's boss, depends upon the securing of $144 million in new funding from the California Legislature.

PEOPLE IN THE NEWS

GREAT NORTHERN.—Franklin F. Perrin, public relations manager, appointed executive assistant, public relations-advertising, to succeed **Charles W. Moore,** who retired July 1. **Patrick W. Stafford,** manager, personnel services, succeeds Mr. Perrin.

E. M. Martin, operations supervisor, Minneapolis, named staff assistant, budget planning, for the operating department, St. Paul. Mr. Martin's successor is **F. E. Plante,** trainmaster, Sioux City, Iowa, who in turn is replaced by **P. R. Ruppel,** transferred from Williston, N.D. **R. L. Prazak,** assistant to chief engineer, St. Paul, named manager-maintenance budget. **F. M. Abbey,** division engineer, Cascade division, Seattle, transferred to the Spokane division, Spokane, replacing **W. R. Fitzgerald,** retired. **H. W. Bacon,** office engineer, Seattle, succeeds Mr. Abbey, and in turn is succeeded by **D. E. O'Leary,** assistant engineer, Libby, Mont. **A. F. Fiala,** draftsman, engineering department, Libby, replaces Mr. O'Leary. **R. E. Anderson,** assistant superintendent, maintenance, Willmar division, Minneapolis, named to the newly created position of director-engineering, maintenance and planning. **J. J. Boettner,** assistant general superintendent transportation, named director of freight equipment. **J. E. Peterson,** staff assistant to the general superintendent of transportation, becomes director dimensional equipment. **A. J. McGuinn,** supervisor of merchandise service, appointed director of TOFC-COFC. **L. R. Bishop,** supervisor diesel assignments, named power operations controller. **R. W. Michelson,** supervisor of diesel assignments, named supervisor of train and power operations. **J. B. Babcock** and **J. S. Walter,** supervisors of diesel assignments, named supervisors of train and power operations. **L. C. Bolger,** manager central car bureau, named director of information service.

D. K. Jaeb, traveling engineer, Mesabi division, named master mechanic, Klamath Falls, Ore., to succeed **A. T. Walker,** retired.

PENN CENTRAL.—Warren H. White is New England sales manager at Boston; **John W. Ringwood** and **Thomas K. Turner** are freight sales managers at New York (RA, July 1-8, p. 40).

Reporting to Mr. White at Boston: **James T. Gurren,** freight sales manager, Boston, (sales manager, New England States, PRR); **William P. Leahy,** district sales manager, Worcester, Mass. (district freight sales manager, NYC); **Robert F. McCoy,** division sales manager, Springfield, Mass. (district sales manager, PRR, Jacksonville, Fla.); **J. Roland Smith, Jr.,** division sales manager, New Haven (district sales manager, PRR); and **Willard H. Leeman,** sales manager—Eastern Canada, Montreal (Canadian freight sales manager, NYC, Toronto).

Under Mr. Ringwood, New York: **Arthur C. Gould,** assistant freight sales manager (district sales manager, PRR); **Clifford F. Elmore, R. Donald Rines,** and **Edward J. Zarriello,** division sales managers (division freight sales managers, NYC).

Reporting to Mr. Turner at New York:

Franklin F. Perrin
GN

John J. Graber
Santa Fe

Thomas J. Garden, assistant freight sales manager (same position, NYC); **Donald J. Jaeger,** district sales manager, Newark (same position, PRR); and **S. Joseph Stinson,** division perishable sales manager, New York (same position, NYC).

Under jurisdiction of **Phillip C. Yeager,** TrucTrain sales manager, New York: Managers, TrucTrain sales—**Karl L. Shetler,** New York (TrucTrain sales manager, PRR); **J. A. Robert Smith,** New York, **M. Keith Rankin,** Syracuse and **Arthur M. Brown,** Boston (former managers, Flexi-Van sales and service, NYC).

William A. Cole appointed division sales manager, Charleston, W. Va. (division freight sales manager, Charleston, NYC).

Jack Bader, William K. Chapman and **Bartholomew J. Viviano** appointed assistant vice president—national accounts, New York. Mr. Bader was formerly assistant vice president—freight sales and service, NYC, New

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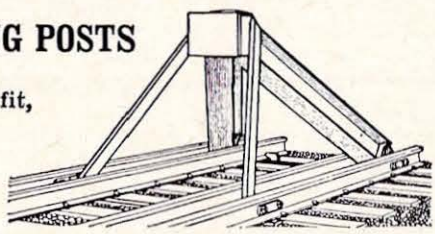

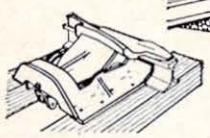

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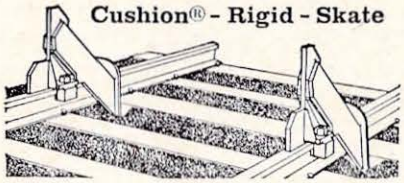

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York. Mr. Chapman was assistant vice president—freight sales, and Mr. Viviano was assistant vice president—sales, PRR, Philadelphia.

A. Paul Funkhouser, vice president, coal and ore traffic department, announced the following appointments: **James D. Sutton,** assistant vice president—coal and ore development and services, Philadelphia (assistant vice president—coal and ore, NYC); **Walter L. Lloyd,** director—coal and ore services (general coal traffic manager—services, PRR); **Richard D. Snouffer,** director—coal development (coal traffic manager—development, PRR); **Robert W. Wilkins,** director—coal and ore sales—East (general coal traffic manager—sales, PRR); **Joseph D. Gunther,** director—coal and ore sales—West (director—coal sales, NYC, New York); **Joseph T. Bodell,** director—coal and ore pricing (general coal traffic manager—rates, PRR).

John P. Bannon named coal sales manager, New York (same position, NYC) **E. H. Furst** and **E. R. Richardson** appointed assistant coal sales managers, New York. **R. S. Tonry** named district coal sales manager, New York. **William R. Haynes** appointed coal sales manager, Pittsburgh (same position, NYC). **George E. Thomas** and **Robert S. Lindberg** named assistant coal sales managers, Pittsburgh (coal and ore sales staff, PRR, Pittsburgh). **Kenneth A. Barrick** appointed assistant manager—coal and ore services, Pittsburgh (district coal agent, PRR). **H. Bermel Fisher** appointed district coal sales manager, Charleston, W. Va. (similar position, NYC).

Walter F. Pittman, special representative, New York, retired April 30.

ROCK ISLAND.—William B. Balharry named district manager-freight sales, Winnipeg. Mr. Balharry, who will have jurisdiction over sales activities in the provinces of Alberta, Manitoba, Saskatchewan and western Ontario, succeeds **Joseph H. Ireland,** who retired after 25 years of service.

SANTA FE.—John J. Graber appointed commissioner of taxes and insurance, Chicago, to succeed **L. A. Grotewohl,** who retired after more than 39 years' service.

C. E. Rollins named acting assistant general manager, Los Angeles, with jurisdiction over the Los Angeles and Albuquerque divisions, succeeding **R. H. Adams,** on leave. **Earl Gillmore** replaces Mr. Rollins as acting superintendent, Albuquerque division, Winslow, Ariz.

SANTA MARIA VALLEY.—T. G. Cocking, secretary-treasurer, auditor, and assistant manager, Santa Maria, Calif., appointed vice president and manager, succeeding **W. T. Coleman,** retired after 35 years with this road. **Sue J. Sword** appointed secretary-treasurer and auditor.

TEXAS & PACIFIC.—R. J. Wood named trainmaster, Ft. Worth, Tex. **T. Blakeney** appointed trainmaster, Shreveport, La., to succeed **F. W. Vardaman,** transferred.

UNION PACIFIC.—Ronald W. McIntosh, general freight agent—rates, Portland, Ore., appointed assistant freight traffic manager—rates there, succeeding **Robert W. Gill,** who retired May 31 after more than 47 years' service. **Carlton L. Chewning** appointed general freight agent—rates, and **Robert A. Styles,** assistant general freight agent, both at Portland. **Herman W. Nielebeck,** general traffic agent, San Francisco, retired May 31 after more than 46 years of service. **William M. Cunningham** and **Alan W. Levy** named general traffic agents, with headquarters at San Francisco and Oakland, Calif., respectively. **George E. Sencabaugh** named special representative, Cheyenne, Wyo., to succeed **Charles E. Astler,** who retired May 31 after more than 47 years' service.

Donald M. Harriman, auditor of disbursements, named assistant general auditor, Omaha. **Clifford J. Janis,** special auditor, succeeds Mr. Harriman. **Norman R. Linse,** manager of cost research, appointed assistant director of cost and economic research. **Marlyn A. Eitmann,** chief research analyst, replaces Mr. Linse.

VERMONT.—Stephen A. Clifford, assistant to the president, Burlington, Vt., retired after more than 45 years with this road and its predecessor, the Rutland.

John R. Pennington, general freight agent, promoted to freight traffic manager, Burlington.

J. A. Martin, superintendent car repair, appointed manager—car service, with headquarters as before at Burlington.

WESTERN MARYLAND.—John B. Clapperton, assistant to manager for foreign commerce named district sales manager, Reading, Pa., succeeding **Benjamin C. Fisher,** promoted to assistant district sales manager Philadelphia. **John C. Corckran, Jr.,** assistant to manager, industrial development, appointed assistant to manager, foreign commerce, Baltimore.

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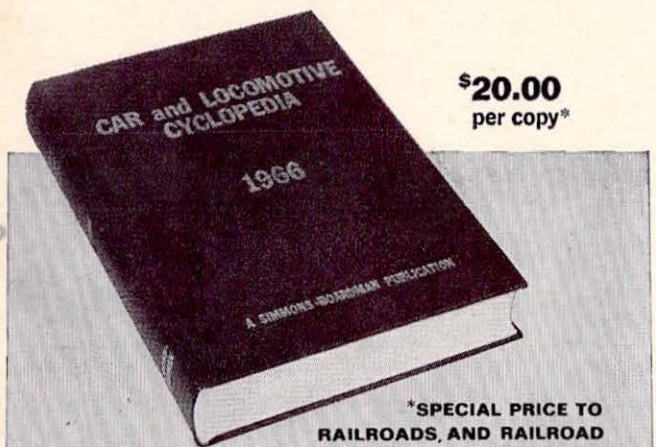

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VIEWPOINT

Who believes that railroads are really necessary?

Many railroad chief executives have taken to the hustings to decry the current railroad situation. Many chief executives are pointing the accusing finger, in one direction or another. Many chief executives are painstakingly telling people what the industry *has* done and what it *would* do, if only it could.

Nobody, however, is laying it on the line quite like Penn Central Chairman Stuart T. Saunders. As an orator, Saunders is no William Jennings Bryan. He doesn't have to be. The message he is spreading speaks for itself—loud and clear.

As Penn Central's chief executive officer sees it, the time has come for government to decide whether it wants to keep railroads under a free-enterprise type of operation. As PC's top officer sees it, it is also time for the users of rail service to decide whether railroads are necessary and, if so, whether these users want first-class or second-class service.

Saunders and PC President Alfred E. Perlman have been touring the country with this message—telling it like it is, to audiences made up of Penn Central's customers. Saunders wants to make sure the shippers get the message. He is well aware that most of them have raised their own prices, some of them several times, during a period when railroads were holding the line. He is outspoken in charging that the people who complain about rail rate increases now are the same people who also complain about service—yet they seem reluctant to permit railroads the kind of return which will permit greater spending for service improvement.

Penn Central, Saunders and Perlman point out, is trying—with 1968 capital expenditures totaling $300 million. (By indirection, the two also put across the idea that PC is a no-frill operation: Luncheon for a top-shipper audience at the exclusive Chicago Club, for instance, was great for weight-watchers—cold cuts and melon.)

WHAT AFFECTS ONE RAILROAD AFFECTS ALL

It is sometimes tough, perhaps, for a Ben Biaggini or a John Reed or an Edd Bailey or a Herman Pevler to put across the same story of railroads and their needs—since Southern Pacific, Santa Fe, Union Pacific, Norfolk & Western and a few others are usually at the top of the railroad profit parade. But the railroad industry really is an industry—in which those with the mostest are going to suffer if those with the leastest go down the drain. Government, shippers, the public, should make no mistake: Those men whose roads are profitable today are no less concerned about the future, or about adverse trends which seem to be shaping up.

Railroad men are getting just a bit angry. They are getting just a bit tired of being told what they ought to be doing by people who are not lifting a finger to help them do it. The railroad record is not all that bad. Capital spending for improvements has exceeded net income, for whatever that comparison is worth, in every year since 1955. But no industry can keep on in that fashion with a rate-of-return that has not risen as high as 4% in the past decade.

If railroads are necessary, then it is time for a change—and railroads can't bring about that change all by themselves.

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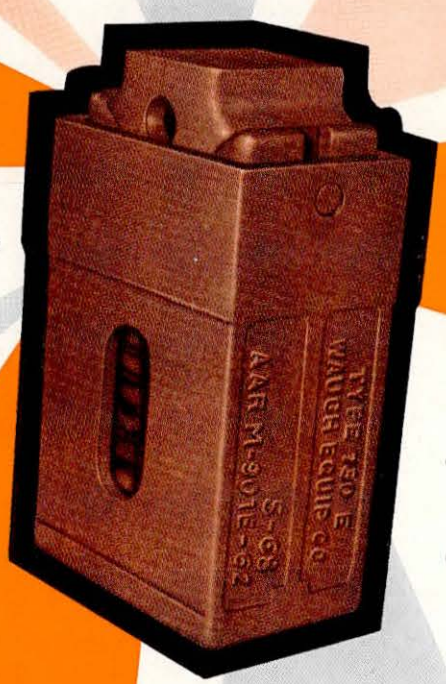

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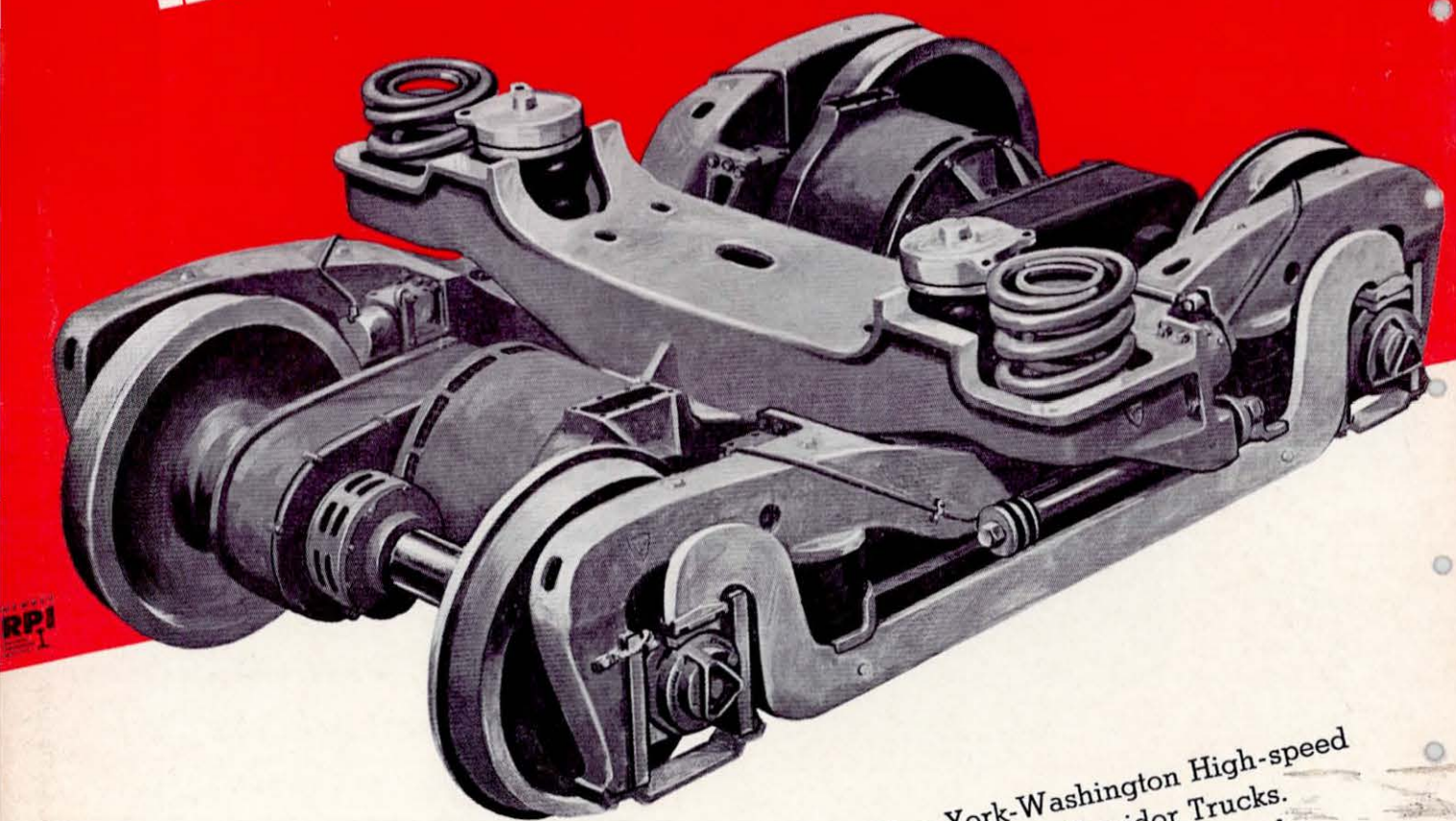

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